

The Daily Astorian—CHRIS GENNA

Meeting on Capitol steps

State Rep. Ted Bugas, R-Astoria, left, talks with poster-toting North Coast loggers on the steps of the Capitol before Thursday's hearing on a log export measure before the Senate Labor Committee.

More than 200 Clatsop County residents, including every Astoria longshoreman, attended the demonstration and hearing. Most sought their legislators' opposition to House Bill 2902, a bill which might be amended to make it illegal for firms which export logs to buy timber from state forest lands.

The protesters ate lunch on the Capitol's east lawn, then gathered on the steps before the hearing to display posters furnished by Crown Zellerbach Corp. and to tell their side to anyone who'd listen.

Bugas told the throng he and Rep. Caroline Magruder, D-Clatskanie, strongly oppose any ban on what's come to be known as log substitution.

Log issue headed for interim study

By CHRIS GENNA
Of The Daily Astorian

SALEM — Chances the 1981 Legislature will enact measures which would prevent log-exporting firms from buying state timber were reduced Thursday when the chief sponsor of the measures recommended they be tabled until an interim study is conducted.

Rep. Bill Bradbury, D-Langlois, made the dramatic request at a packed hearing on House Bill 2902 before the Senate Labor Committee.

More than 200 Clatsop County residents attended the hearing after demonstrating on the steps of the Capitol against the so-called substitution ban.

Attendance at the hearing was so great a second and then a third Capitol hearing room were set aside for spectators to view the proceedings on closed-circuit television. Each hearing room seats about 150.

Bradbury told members of the Senate committee he favored a compromise that had been offered by Sen. Charles Hanlon, D-Mountaindale, and Rep. Jane Cease, D-Portland, to name an interim committee to study the whole issue of log exports and report to the 1983 Legislature.

Bradbury identified himself as chief sponsor of House Bill 2993, a bill still in the House which would prohibit substitution, a practice in which wood products companies export their own logs and buy state timber for their domestic mills.

OREGON LAW HAS prohibited the export of state forest logs for a number of years.

Bradbury also sponsored HB 2902, a bill which originally would have closed loopholes in the state law banning export of state forest timber. House Bill 2902 already has passed the House.

Opponents of the export substitution ban call HB 2902 a "fairly innocuous bill" they can live with, but supporters of the substitution ban have sought to amend HB 2902 to carry the same provisions as HB 2993. Those amendments, while proposed, haven't been adopted. The hearing Thursday was on HB 2902.

Bradbury told the senators that when he drafted the substitution ban, he was responding to "serious concerns" about log exports which originated in his southwest Oregon district.

Since then, Bradbury said, he's had a chance to examine the impact of his legislation from a statewide viewpoint. And, he said, "the turnout here today clearly indicates there would be a serious impact on jobs on the North Coast."

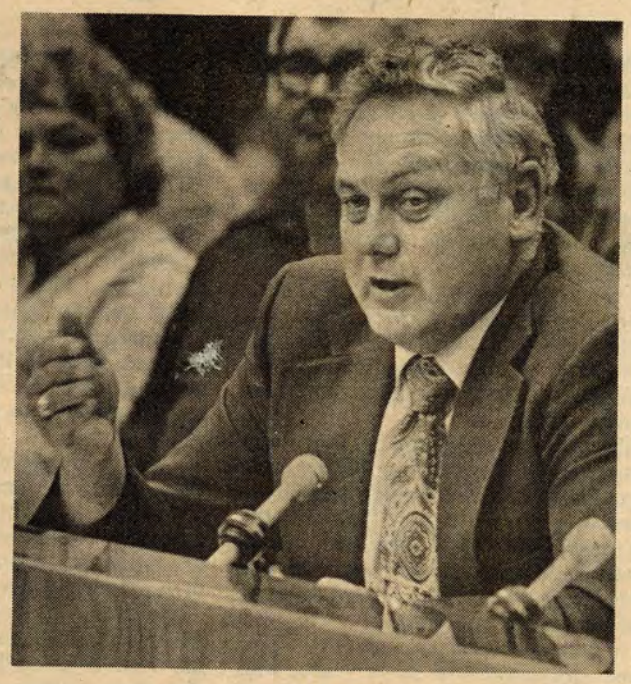
"My intention was to protect Oregon jobs," Bradbury said. "If the measure would lead to a loss of jobs, I can't support it. We can't, in an effort to preserve jobs, put people out of work."

Another opponent of the substitution ban was G. Johnny Parks, regional director of the International Longshoremen's and Warehousemen's Union and a Port of Portland commissioner. Parks told committee members the United States imports more wood in the form of finished lumber from Canadian mills than it exports in the form of logs.

Parks said that was a symptom of domestic marketing problems the substitution bill wouldn't fix. Parks said the ILWU sympathizes with unemployed sawmill workers, but the ban on purchase of state logs by firms which export logs "wouldn't start up any closed mills."

See Log exports, Page 4





The Daily Astorian—CHRIS GENNA

Testifying against the log substitution ban at Thursday's hearing were ILWU officials Charles McBride, left, and Johnny Parks; and, in photo at right, Martin Nygaard, president of Warrenton Lumber Co.

Log exports

6/5/81

Continued from Page 1

UNTIL U.S. TIMBER industry marketing problems are relieved, Parks said, "let's not all be on the bread line together.

Charles McBride, ILWU Local 50 president, who took the witness table with Parks, agreed. He said logs account for 99 percent of the Port of Astoria's cargo. Clatsop County's unemployment rate already is high, he said, "and we can't trade our jobs for jobs that don't exist."

Parks said the ILWU doesn't oppose the proposal for a two-year study of the issue.

Jack Brown of Crown Zellerbach Corp. repeated his company's concern that forcing the corporation to cease exporting logs or to stop buying state timber would make Crown either halt Clatsop County export operations or stop Columbia County processing of state forest timber.

Brown criticized the willingness of supporters of the substitution ban "to make that decision for us," and concluded by telling the senators "it probably makes no difference to an unemployed logger how big or how small his boss is."

Officials of the International Woodworkers of America union had testified in favor of the substitution prohibition, though Rep. Ted Bugas, R-Astoria, pointed out members of the IWA from Seaside were in the audience Thursday in opposition to the ban. "So the IWA isn't monolithic" in its stand on the legislation, Bugas said.

JOHN BALL, OF the IWA's Western States Regional Council, said his union favors phasing out log exports over a period of three to five years. That approach would give exporters time to adapt their mills to manufacture lumber of dimensions suitable for foreign buyers, Ball said.

Martin Nygaard, an Astoria resident who is president of Warrenton Lumber Co. and Dant & Russell Timber Co., said he had no objection to HB 2902 in the form it passed the House. He opposed amending the bill to duplicate the substitution ban.

"When times are good," Nygaard said, "we make 60 to 70 percent of our profits from exporting somebody else's logs — we're not substituting one log. If we can do a better job of selling their logs, why should we be penalized by getting kicked out of the state forests?"

In his decades in the business, Nygaard said, Thursday's was the first legislative hearing at which he'd testified. He told one hearing spectator he'd "rather be setting chokers" than testifying.

Committee Chairman Sen. Cliff Trow, D-Corvallis, asked Nygaard "not to wait another 30 years" before again offering his advice to the Legislature.

Don Webb, president of Astoria Plywood Corp., repeated his worker-owned company's concern that competition from large wood products companies, which can subsidize their state timber purchases with log export profits, would make Astoria Plywood unable to compete for state timber.

Webb observed to committee members that he "could have filled a few busloads, too, if we'd put the call out" for plywood workers to testify.

R. Kirk Ewart of Boise Cascade said no jobs would be lost if the substitution ban was passed, because "it takes as may man-hours to cut a tree for U.S. milling as it does to cut a tree for exporting."

Bob Davis, a lobbyist who supports the legislation, said a study would be nothing more than a stall. "If I opposed the bill, I'd certainly ask for a study to delay the inevitable."

Rep. Bill Markham, R-Riddle, said the main thing for committee members to keep in mind is that the will of the people of the State of Oregon, expressed in a 1963 statute, was "that state-owned timber wouldn't be sold on the export market."

"If we meant what we said in 1963," Markham said, the Legislature will halt "these attempts to end-run that public policy."

AT THE CONCLUSION of the hearing, Hanlon told the audience the Senate Agriculture and Natural Resources Committee which he chairs formally asked Senate President Fred Heard Wednesday to assign an interim study of the log export issue to the Joint Trade and Economic Development Committee rather than take "precipitate action."

That compromise, supported by Hanlon's opposite number in the House Agriculture and Natural Resources Committee, Rep. Caroline Magruder, D-Clatskanie, and the sponsor of both bills, seems now to have the inside track.

If it is implemented, Sen. Ted Kulongoski, D-Junction City, said he'll ask for some sort of limit on continued exports while the study goes on. Kulongoski suggested limiting exports to 110 percent of last year. Nygaard said he opposed that, because last year was a slow one. The Dant & Russell executive suggested a five-year average as a basis for the computation.



Anna Kukkola, having cut the ribbon to the Lindgren house, is applauded by a crowd of about 150.

The Daily Astorian—CHRIS GENNA

6/7/81

A festive dedication

The dedication of a reconstructed pioneer home at Cullaby Lake Saturday became a celebration of Finnish-American culture marked by old country music, old country refreshments and the saying of the Lord's Prayer in Finnish by one of the home's former residents.

Anna Kukkola, who lives in San Pablo, Calif., the last surviving member of the Erik Lindgren family who lived in the house at the turn of the century, was present for the ceremony.

Mrs. Kukkola told anecdotes from her childhood in the ax-hewn cedar house which her father built on Soapstone Creek in the Nehalem River area.

The five-room house was saved from vandalism years ago when members of the Finnish-American Historical Society of the West numbered each hand-hewn, thick cedar plank and dismantled the house. The parts were moved to Seaside and stored.

Clatsop County commissioners donated a lot in Carnahan Park, laid a concrete foundation and provided landscaping for the building a decade ago, and the society reconstructed the building on its new site.

The dedication program listed the names of 20 persons who devoted



more than 100 hours each to salvaging or relocating the home and outbuildings, and 12 others who devoted as much time to restoring the home, smoke sauna and privy. The home will be open to visitors on summer weekends.

6/7/81



Cutter visits Astoria

The Seattle-based U.S. Coast Guard Cutter Mellon will be open to visitors in Astoria Tuesday before a trip upriver to join the Rose Festival Fleet.

The 378-foot cutter will leave early Wednesday to carry passengers on the upriver trip.

Tuesday evening the ship will be tied up at the Port of Astoria's Pier 2, and Capt. Richard Sardeson, the Mellon's commanding officer, will open his ship to visitors.

The open house will be from 5 to 8 p.m., according to Lt. j.g. Ed Saleeby.

Although this is the Mellon's first trip to Astoria, many of its crew and officers have taken part in the Rose Festival before, aboard the cutter Munro.

The two ships switched home ports last August, the Munro taking the Mellon's former base in Honolulu.

Festival planned

6/14/81

ASTORIA — Scandinavians and their friends will cavort June 19-20 here in the 14th Annual Scandinavian Midsummer Festival.

Food, old-country music and dancing, native crafts and ethnic costumes will punctuate the two-day affair. The highlight will be the appearance of Seattle's Stan Boreson, who will tell jokes, poke fun at Scandia customs and play his accordian on Saturday night.

Ethnic groups participating will be Danish, Swedish, Norwegian, Icelandic and Finnish.

No foresight

6/14/81

On June 4 hundreds of Clatsop and Columbia County people had to take a day off from work and come all the way to Salem to protest log-export legislation. Such legislation would have had enormous adverse effects upon the North Coast. The trip would have been unecessary if the Board of Forestry had properly done its job. Forest economists predicted back in the 1950s that a timber shortage would occur in this state if overcutting on timber company lands was not halted. The Board of Forestry failed to take heed. The Board of Forestry failed to provide any sort of leadership in the matter, and so Oregon now faces a 20-to-30 year era of timber shortage.

The serious failures of the Board of Forestry are breaking into the consciousness of thoughtful Oregonians all across the state, thanks to SB 500 which was designed primarily to throw the light of day upon the long-term slavishness of the Board of Forestry to the narrow interests of big timber.

Apologists and propagandists for big timber have opposed SB 500 in the strongest of language.

In summary, the heartache and concern that Clatsop and Columbia County people have experienced these past several days would have been spared if the Board of Forestry had had the foresight and the leadership to deal with Oregon's future timber shortage before the shortage became inevitable.

CHARLES HANLON
State Senator
District 1

6/10/81

WESTERN UNION is now offering Telex I and Telex II (TWX) services in Astoria.

Telexes are teletypewriters that use a telephone dial to establish a connection and send messages. Customers now can use Western Union services without paying for leased extension facilities to another exchange city, as was required before.

A telex subscriber can communicate electronically with 140,000 Western Union domestic subscribers, 80,000 in North American and 1 million throughout the world.

The Astoria Area Chamber of Commerce office is now the Western Union agent in Astoria. Its offices are at the Port of Astoria docks.

6/10/81

THE RETAIL MERCHANTS COMMITTEE is urging downtown Astoria employees and employers to help make more metered parking spaces available for tourists.

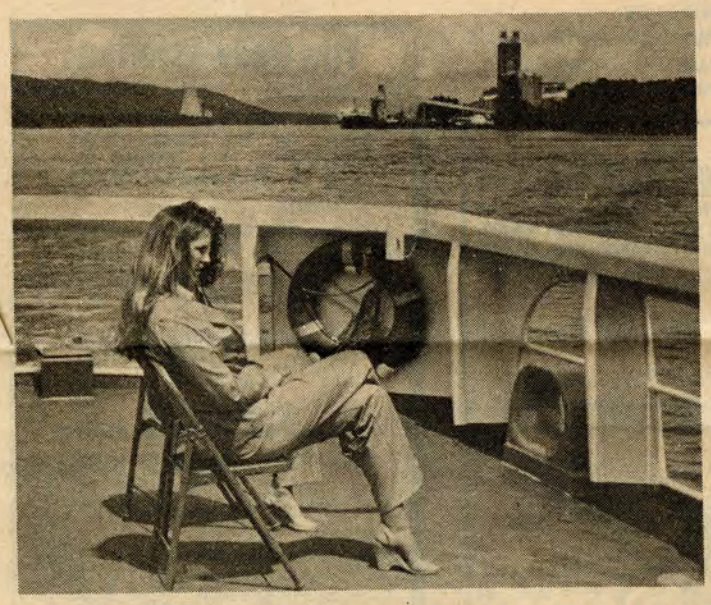
"The Retail Merchants Committee has noted that 20 percent of downtown parking meters are monopolized by employers and their employees," said committee Co-Chairmen Stan Hauer and Chris Copstead. "This practice must cease if ample parking is to be provided for both the local consumer and summertime tourist as well."

The committee is asking for voluntary compliance and suggests employers and employees:

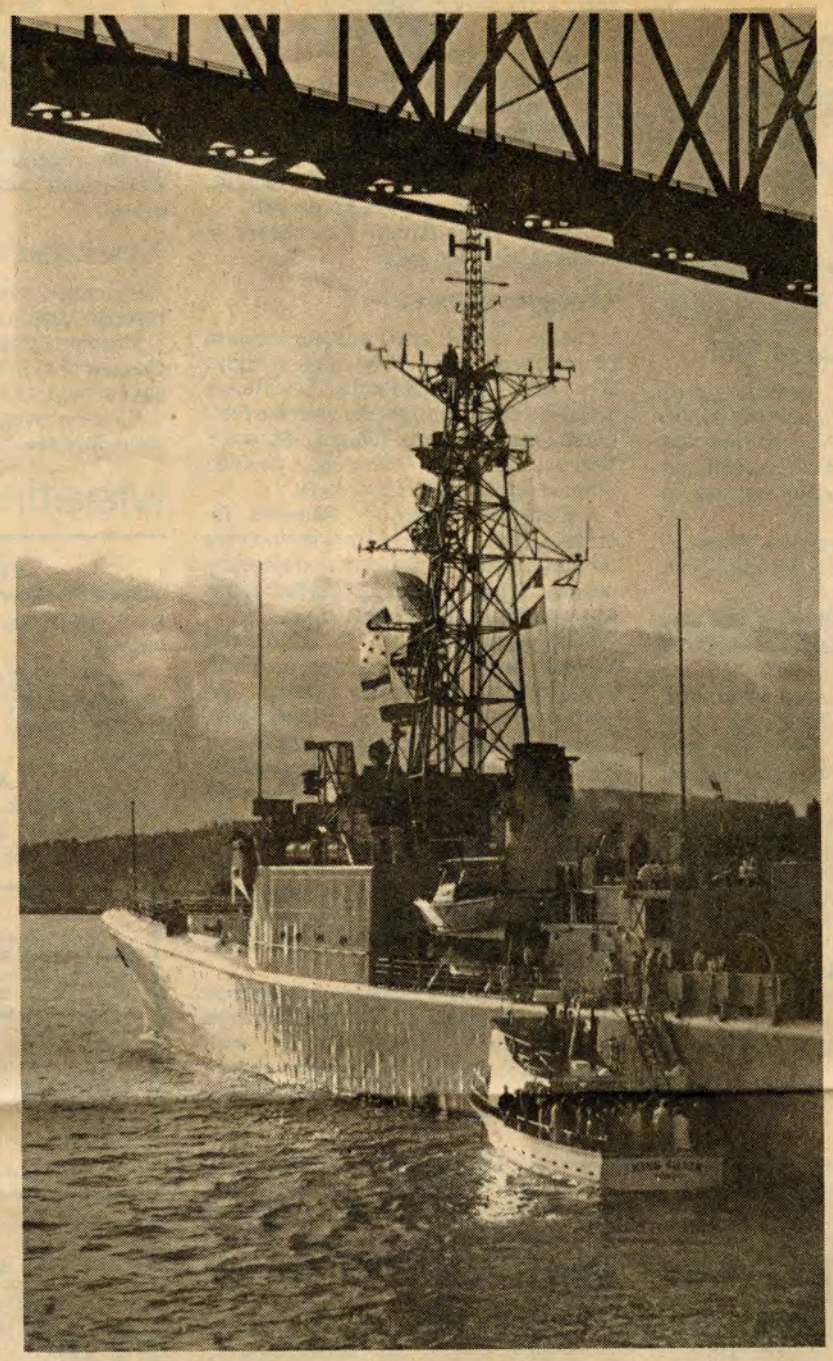
— Park in unrestricted areas;
— Take the bus;
— Form car pools;
— Rent space in a private parking lot;
— Walk, jog or ride a bike to work;
— Limit opportunities for employees to plug meters.

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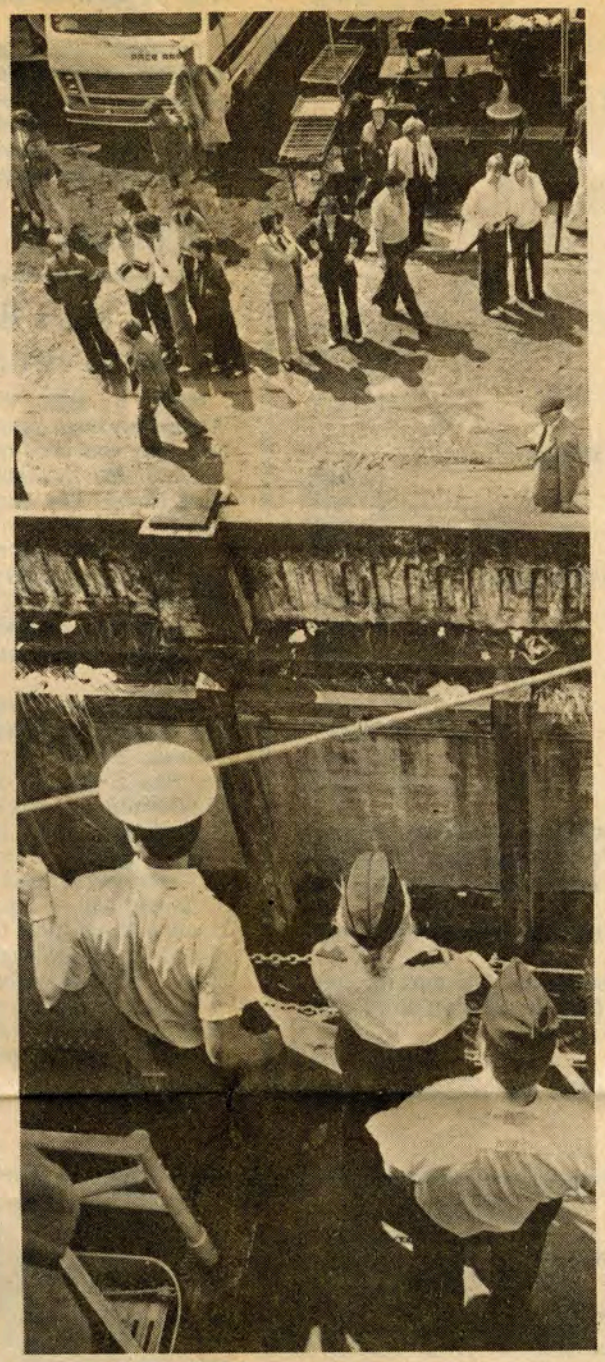
From the river, familiar sights take on new look



Portland maritime princesses enjoy the sun as Trojan and Kalama fade into background.



Gatineau loads passengers in early morning sunshine.



Mellon crew members watch crowd gather as cutter ties up.

Editor's Note: Chris Genna, The Daily Astorian's waterfront reporter, traveled to Portland Wednesday with the Rose Festival Fleet. Here is his account of the trip.

By CHRIS GENNA
Of The Daily Astorian

About 6:30 a.m. Wednesday the skies over Astoria were a thin gray which promised sunshine as knots of people ambled down Pier 2 to the U.S. Coast Guard Cutter Mellon.

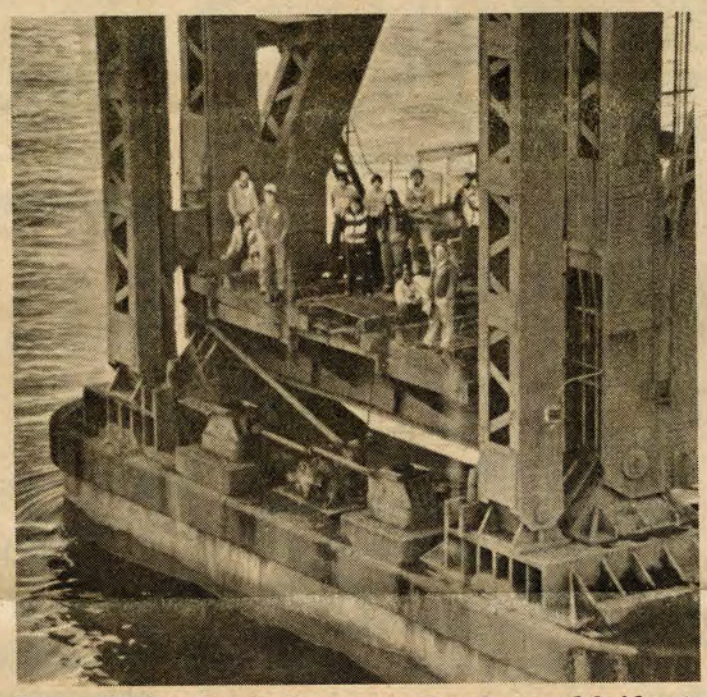
About 150 passengers — one for every crewman on the 378-foot cutter — were boarding for the trip upriver to Portland where the Mellon will remain for a week as part of the Rose Festival Fleet.

That the skies should promise to clear was significant to Capt. Richard Sardeson, commanding officer of the Mellon. At a reception Tuesday evening, he said he was worried about the lack of cover the Mellon could provide if that many passengers sought refuge from rain.

By 7 a.m., as the passengers gathered on the Mellon's flight deck and the ship's line-handlers cast off, the sun was shining low in the east. The cruise had begun. It was to last 7½ hours.

The Mellon passed HMCS Gatineau under the Astoria Bridge. The Canadian frigate was loading its passengers from a charter boat.

Gliding swiftly up the channel off Astoria, the Mellon passed close alongside USS Kansas City. The U.S. Navy replenishment ship's hundreds of passengers crowded the rails to wave down at the sleek white cutter.



Young Portlanders gather on tracks of opened bridge to watch Mellon pass.

THERE WAS AN air of festival among the passengers. For many, it was their first opportunity to see everyday sights from the unique perspective of the river. They would point at and study the wave-like roofline of the Columbia River Maritime Museum, or the towering concrete of the Trojan nuclear power plant.

For others, the sights were familiar. Coast Guard Capt. Chuck Reid, commanding officer of the Astoria-based cutter Yocona, was taking a sort of busman's holiday to ride the Mellon and let someone else drive for a change.

A third group was the perennial Rose Fleet straphangers, people who rode upriver with the nonchalance of Puget Sound ferry commuters.

Some passengers played pinochle on the Mellon's quarterdeck, while others crowded into the cutter's wheelhouse to hear the interplay between pilot and helmsman. Some stood on the deck, looking up to Bradley Hill for the first time rather than looking down on the river from that point.

Near Cathlamet, the Kansas City, following the Mellon, put on an aerial display for its passengers — its Navy helicopter circled the great gray ship several times.

SHORTLY AFTERWARD, AS if not to be outdone, an Astoria-based Coast Guard helicopter roared up on the Mellon. As the passengers watched in fascination, the chopper flew sideways upriver, matching the Mellon's speed exactly. It landed in the water; it thundered overhead; it whipped into tight turns which laid the helicopter on its side.

Capt. David Ciancaglini, Air Station Astoria commander, beamed.

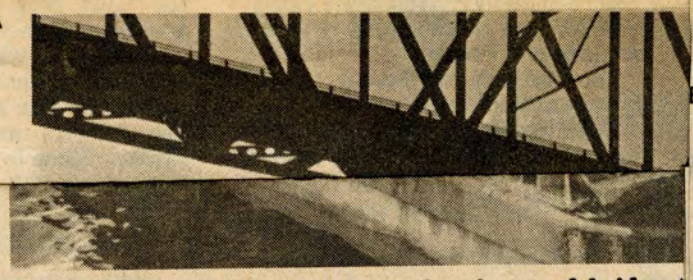
It began to rain near Longview. Then it was clear again, but for the rest of the afternoon, occasional heavy showers deluged the cutter.

Off Sauvie Island, the Mellon's wake sent anglers at the water's edge scurrying for higher ground, while a dog frisked and barked at the little breakers sweeping his section of beach.

As the ship turned into the Willamette River just below Portland, welcoming small boats began to gather, and ship and

See River ride, Page 3

The Daily Astorian—CHRIS GENNA



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The Canadian frigate was loading its passengers from a charter boat.

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60.24 inches
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orecasting occasional showers
of a thundershower this after-
ble precipitation is 80 percent

to be 60-65 degrees after a low

to southwest 5-15 mph through
4-8 feet. Small craft advisories

Richard A. Smith, 120 Ave. T, Seaside, criminal mischief, 60 days' jail (60 days of which suspended), one year probation on following conditions: serve three days jail, pay restitution of $65 and obey all laws.

Mark A. Hedgecock, 840 S. Downing St., No. 1, Seaside, driving while suspended, $155.

Sharon T. Linne, 2465 S. Holladay Drive, No. C-1, Seaside, driving while under the influence of intoxicants, complete Alcohol Rehabilitation Program through Clatsop County Mental Health Center.

Dean L. Gordon, Portland, driving while suspended, $53 and two days jail (credit time served).

Steven J. Sweere, Tillamook, no operator's license, $155 plus $50 court costs.

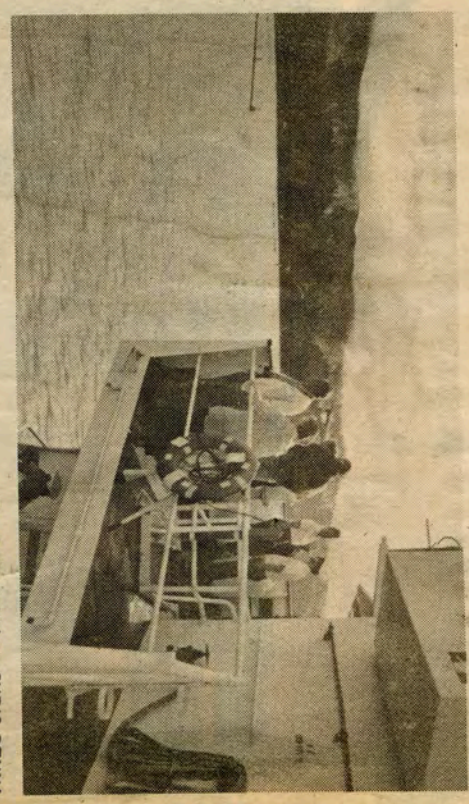
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Astoria, Oregon
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The Daily Astorian—CHRIS GENNA

Coast Guardsman explains river navigation to passengers off Altoona.

River ride

Continued from Page 1

barge traffic became hectic. In the wheelhouse, the officer of the deck asked the passengers to be as quiet as possible, and the cutter swept under the St. Johns Bridge.

A plume of grain dust rose over a ship being filled at the Cargill elevator. Towboats raced here and there with great barges carrying grain, chips, scrap metal. Whistles sounded as great cranes trundled along their rail tracks. Only the massive Swan Island dry dock was silent and deserted.

The pilot sounded the horn as the cutter aimed for the narrow gap in the Burlington Northern railroad swing-span. A moment later, a thin metallic voice echoed down the brass voice pipe. "Bridge, flying bridge; thanks for the warning."

The horn is so loud passengers far below on the main deck jumped when it sounded. On the flying bridge, just 20 feet or so below that horn, the sound must have been truly stunning.

The young lookout's remark sent a wave of soft chuckles through the wheelhouse. It seemed to relieve tension.

It began to rain heavily in downtown Portland, but here few passengers went inside. They crowded instead into every sheltered space available on the open decks. Some huddled under the overhanging signal flag stowage locker, some crowded at the base of the gun director. Some Mellon crewmen sat in the four-foot niche under the cutter's gun turret.

AS BRIDGE AFTER bridge opened for the Mellon, one passenger expressed satisfaction that, having been stopped so many times on that bridge, vehicles now were being halted for him. The motorists got out of their cars and lined the bridge rail to observe.

Fireboats shot off arcs of spray. Thousands of balloons rose over the city — and some, lacking enough helium, carpeted the river before us.

Thousands of Portlanders lined the seawall to watch the Mellon tie up, and at least one gave some indication why Mellon crewmen were so excited by the prospect of liberty in Portland during Rose Festival.

"Hey, Coast Guard," the young woman yelled after a wolf whistle which would make a starlet blush, "you can rescue me any time."



The Daily Astorian—CHRIS GENNA

6/16/81

Festive trip to Astoria

The last of the Portland Rose Festival Fleet was to leave the Rose City today, passing Astoria late this afternoon.

Only the diesel attack submarine USS Blueback still was at Portland's riverfront today.

The first contingent to leave the festivities arrived in Astoria Monday, including the Seattle-based U.S. Coast Guard Cutter Mellon.

In the photo above, drivers of about a dozen Portland-based buses wait for their passengers, Portlanders who rode the ships downriver and were to ride the buses back. About 1,600 persons rode the ships this year, a Rose Festival spokesman said.

At right, scores of passengers line the Mellon's decks as the 378-foot cutter comes alongside the face of Pier 2 at the Port of Astoria.

A spokeswoman for the Rose Festival Association said people who wish to ride Rose Fleet ships next year should contact the association. She said the association keeps a file and when invitations go out next year, those who have requested a ride will be considered for an invitation. The association's telephone number is 227-2681.

There is a charge to defray Rose Festival Association costs, such as insurance and boarding, she said, and a charge for lunch aboard, though passage on the government ships is made available free.



A Kansas airport was open only to seaplanes, and flood victims in Texas found snake-infested waters surging through their homes. A Florida heat wave, meanwhile, killed thousands of chickens.

States of emergency were declared in Kansas and Ohio as rivers and creeks heaved over their banks and surged into homes.

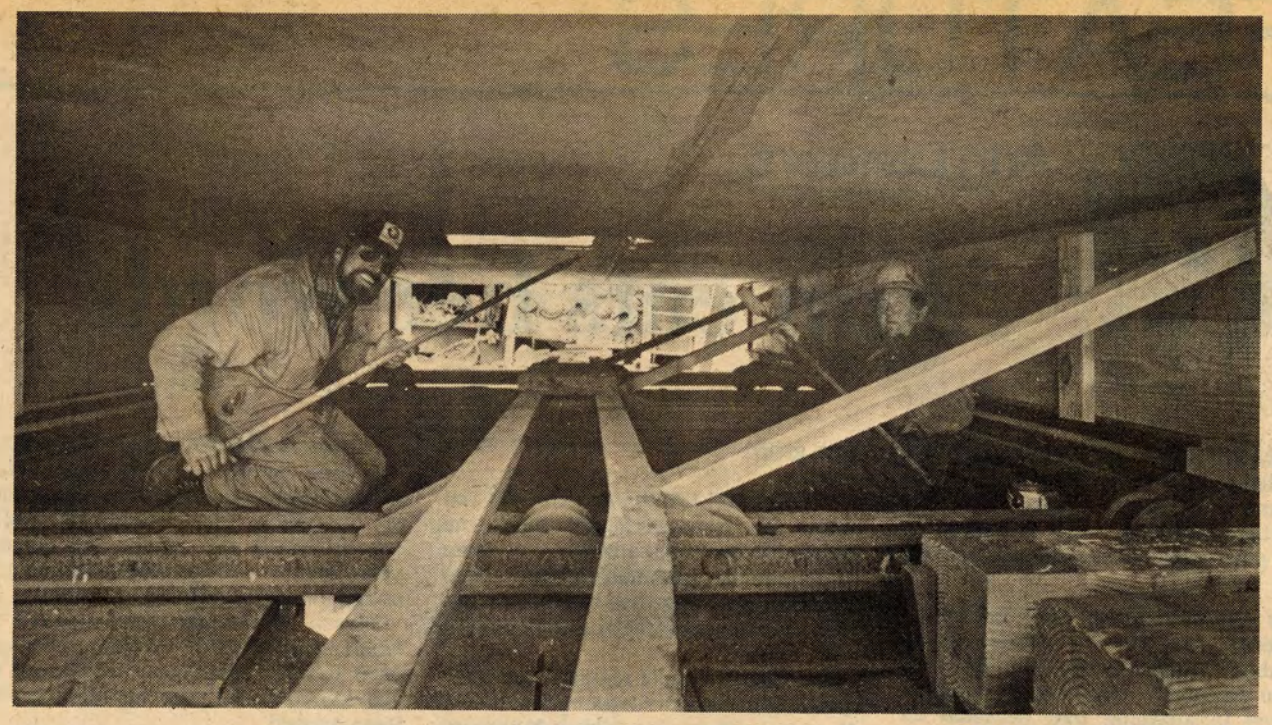
Storm-churned winds slashed through a two-mile stretch of suburban

damaged and 28 businesses destroyed or sustaining major damage at Carrington.

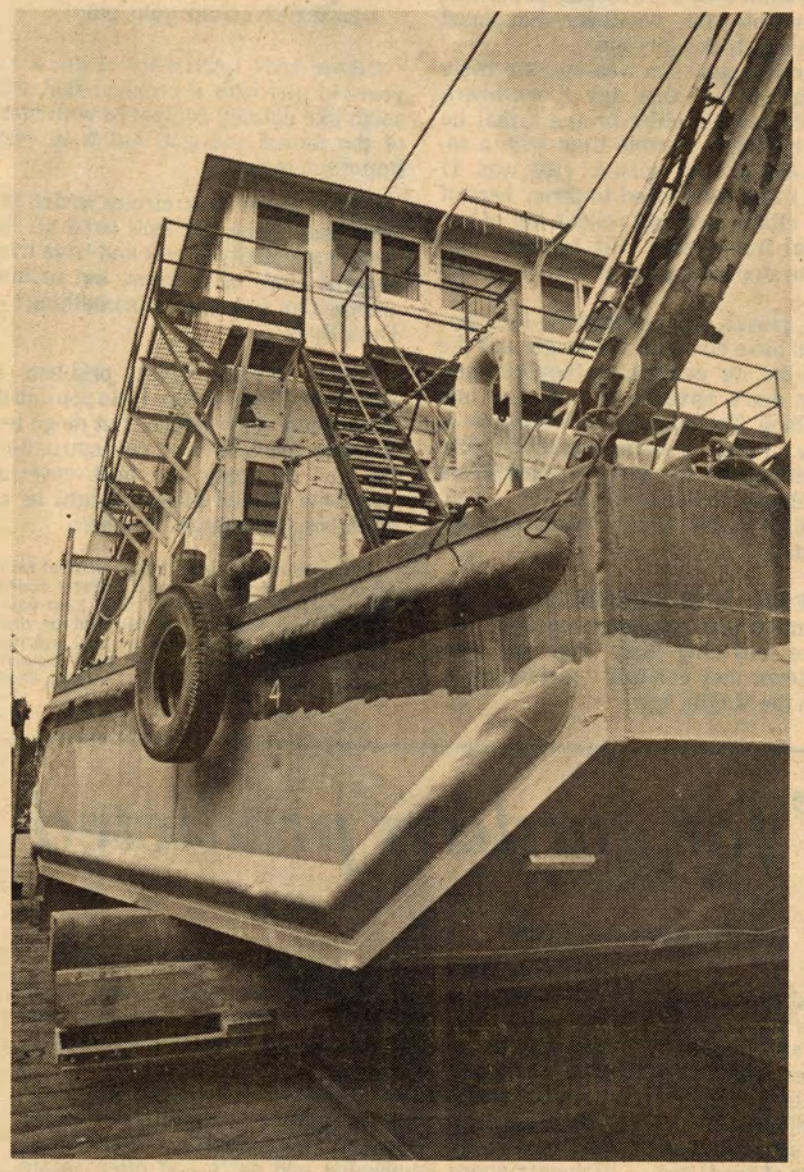
A gigantic lake developed in the central Kansas town of Great Bend Monday, but at least a few of the residents appeared to be taking the calamity in good spirits.

A Great Bend golf course was transformed into one huge water hazard with only the greens above the flood, but two golfers were spotted

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The Daily Astorian—CHRIS GENNA



Dredge work

6/16/81

The Port of Astoria's pipeline dredge Patriot, left, has been high and dry at Bumble Bee Shipyards lately.

Employees of the Youngs Bay yard have been sandblasting and painting the hull under terms of an $11,442 contract with the Port of Astoria.

The contract calls for work to be completed by June 24, but Harry Utti, head of engineering services for the port, said it could be completed by the end of this week. Above, Bumble Bee employees Buz Ottem, left, and Ross Lindstrom roll primer on the Patriot's undersides.

The dredge's ladder already has been altered to allow the Patriot to dredge to depths of 52 feet.

The Patriot was known as the Luckiamute until last week. It carried that name from days when it worked for the U.S. Army Corps of Engineers. The Patriot was renamed after a "name the dredge" contest was conducted by port officials.

Jeff Bjaranson of Hammond won a $50 U.S. Savings Bond for submitting the winning name. Dedication of the dredge will be in a formal ceremony tentatively planned for July.

6/17/81



The Daily Astorian—BILL WAGNER

In the beginning



Looking like a Salvador Dali surrealistic sculpture, this collection of pipe, plaster and cloth is actually the start of Astorian Stan Wanlass' work, "Arrival," commemorating the 1805-1806 Lewis and Clark expedition. It will take more than a ton of clay to form the clay sculpture over which the 6-foot-tall bronze statue will be cast.

Bob Scott, the Fort Clatsop National Memorial superintendent, expects "Arrival" to be completed and on display at the memorial by July 1982. Until then, smaller bronze replicas, one of which is shown at right, are displayed at the fort's visitor center. Proceeds from sales of the smaller statues are financing creation of "Arrival."

The fort just received its first shipment of high-relief medallions designed on the "Arrival" theme, Scott said. The 1.5-inch bronze medallions are on sale now. A limited edition of 50 silver medallions will be sold in a couple of weeks on a first-come, first-served basis, he said.

LOCAL NEWS IN BRIEF 6/17/81

Historic homes open during festival

Three of Astoria's historic homes will be open to the public during Scandinavian Midsummer Festival weekend.

The houses will be open 1 p.m. to 4 p.m. Friday, Saturday and Sunday. Tickets can be purchased to see any one house or all three. They are available at the Clatsop County Historical Museum, 441 Eighth Street. Proceeds will go to the Clatsop County Historical Society for maintenance and operation of the museum.

Houses on the tour will be:

— The J.J. Mansell house, 934 Irving Ave. Mansell, a notary public and insurance agent, built the house in 1889. It is now owned and occupied by Mr. and Mrs. L.G. Kaufman.

— The Boelling-Kinney house, 788 Franklin Ave. Built in 1884 by Conrad Boelling, it later became the home of Marshall Kinney, who operated one of Astoria's first fish canneries. Don and Johna Marshall live in the home now.

— The Page-Houston house, 1393 Franklin Ave. Captain Hiram Brown built the house in 1879 as a wedding gift to his daughter, Annie, when she married Judge Charles Page, who was twice mayor of Astoria. Vera Gault, who helped restore the house in 1966-67, lives in the house now.

The historical society hopes to have one historic Astoria home open each day this summer. For more information call the museum, 325-2203.

House committee approves Bugas' deepwater ports bill

6/17/81

SALEM (AP) — State Rep. Ted Bugas' deepwater ports bill was approved by the House Trade and Economic Development Committee Tuesday and sent to the full House.

The measure (HB 2527) sponsored by Bugas, R-Astoria, had been scheduled for a House vote last week but the committee discovered a mistake in the draft and pulled the bill back.

The bill as introduced by Bugas called for merging the Port of Astoria and the Port of Portland. With input from Bugas, Rep. Jim Chrest, D-Portland, and the Port of Portland, the measure was greatly amended. In its present form, it declares the development of deepwater ports a state economic goal and requires the Port of Portland to go ahead with plans for developing a coal export facility in the Rivergate area.

The measure also directs the Division of State Lands to negotiate with the Port of Astoria for sale or lease of the Tongue Point property. The sale or lease would be conditional on the ports of Astoria and Portland agreeing jointly to develop and manage the area as a deepwater port.



The Daily Astorian—BILL WAGNER

KATU-TV television crew interviews students from Kapitan Ledochowski at Pier 2 Wednesday.

Defection embarrasses crewmen

6/18/81

By CHRIS GENNA
Of The Daily Astorian

Profound embarrassment.

That's probably the best description of the reaction of other students and crewmen on the Polish ship Kapitan Ledochowski to news that two or three of their colleagues had requested political asylum in the United States.

The ship, which according to some reports carries 50 regular seamen and up to 150 Polish students, left Astoria at 1 p.m. Wednesday.

Two of its company, identified as Romauld J. Polkowski and Tomaz Nawalany, already had been turned over to the U.S. Immigration and Naturalization Service by U.S. Coast Guard officials at Air Station Astoria.

A THIRD MAN, Antoni Pawlak, is missing — INS spokesmen said he hasn't turned himself in, but is said by the other two to also wish asylum.

The Poles probably are used to drawing curious crowds in foreign ports, but little prepared them for the flock of newsmen, customs officials, bureaucrats and residents which descended on the ship Wednesday noon at its mooring on the face of Port of Astoria Pier 2.

Even U.S. customs officials were taken aback. One heaped scorn on newsmen for focusing so much attention on the incident.

And the students who exchanged stares with the dockside gathering, eyeball-to-eyeball over the Ledochowski's white bulwark, probably would have said much the same thing.

The students, most of them seniors in a sort of Polish polytechnic high school, most in their early 20s, at first were eager to talk with Americans, show them around their ship, trade addresses.

POLISH SEAMEN WHO wanted U.S. news magazines, alcoholic beverages and pizza were

See Asylum, Page 4





The Daily Astorian—CHRIS GENNA

Romauld Polkowski, left, with sea bag, and Tomaz Nawalany, center of photo at right, were hustled into car by U.S. Immigration and Naturalization Service agents at Air Station Astoria at 11:15 a.m. Wednesday.

Asylum

Continued from Page 1

easy to understand.

Until, that is, the subject turned to defectors. Then all attempts at communication broke down.

Friends of the two defectors were talking freely to television newsmen until an officer hustled them off. After that, even the Ledochowski's skipper was "busy."

A student who had been talking with The Daily Astorian's reporter about buying film suddenly found it very difficult to understand or speak English when asked if he could arrange for the reporter to talk with an officer.

And when the reporter, talking to a man who identified himself as the ship's doctor, brought up the topic, it almost ruined an interesting conversation.

"We love Poland, just as you love America," the doctor said.

INS investigator Oliver Stark told The Daily Astorian Polkowski and Nawalany were taken to Portland, where "their application for asylum will be accepted."

CARL HOUSEMAN, DEPUTY director of the INS in Portland, said the men will be released if there's no reason to detain them.

Polkowski and Nawalany told investigators, "we desire not to live under communism," Houseman told The Associated Press.

The regional director of the INS is empowered to grant asylum, based on the applicant's claims and an advisory opinion by the State Department. The law provides that asylum may be granted to persons being persecuted by their own government.

"We have crewmen or stowaways ask for asylum about twice a year," Houseman said.

He said 50-100 applications for asylum are pending in Portland, most from people from troubled nations such as Iran, El Salvador and Nicaragua.

The Kapitan Ledochowski, which loaded supplies in Astoria, transports frozen fish from Polish processing ships to home ports.



It's Scandinavian time!

Getting ready for the annual Astoria Scandinavian Midsummer Festival is a task that involves the city's youths. Gathered Thursday afternoon at Astoria High School, young workers were transforming the institution of learning into a showcase for all things Scandinavian.

Above, Sonja Madsen, left, Yvonne Sundstrom, center, and Lisa Tarabochia use cedar trimmings to decorate festival booths. Sonja turns her talents to artwork, right, as she prepares a straw hex for her festival debut.

At 7:30 tonight a newly crowned festival queen will lead a torchlight parade. The hex's big moment will come when she is tossed into a roaring bonfire. Folklore promises good luck and freedom from evil spirits for those who feed the straw dolls to awaiting flames.

Each year the city's young and old come together to celebrate Astoria's Scandinavian heritage. Many of those who help stage the event also will participate as dancers and vendors during the two-day program. But you don't have to be a Northlander to take part in the fun. Honorary Scandinavians from throughout the Pacific Northwest are expected to attend the festival.

A complete schedule of festival events was included in a special section of The Daily Astorian Thursday.



The Daily Astorian—BILL WAGNER

6/19/81



North Coast residents may have to choose between attending the Cannon Beach Sand Castle Contest which starts at 7 a.m. Saturday. . .

Sand Castle Contest, Scandinavian Festival coincide

Blame it on the tides and the solstice

By EMMET PIERCE
Of The Daily Astorian

Few people are likely to track sand into Astoria's Scandinavian Midsummer Festival Saturday.

The 14-year-old ethnic celebration coincides with the 17th annual Cannon Beach Sand Castle Contest. Once again North Coast residents will have to choose between two of the region's major summer events.

Staging the festival and the sand castle contest at the same time isn't new or unusual. It's been the prevailing trend, though last year's events were scheduled a week apart. The fact that the sand castle contest ends around midday and the festival will continue late into the night matters little. As up to 12,000 persons crowd into Cannon Beach, a traffic jam is created that keeps visitors trapped inside their cars or relaxing on the beach until the snarl untangles.

Apparently little thought has been given to holding the events at different times. Holding them on the same day has been a coincidence, organizers say.

Loran Mathews of the midsummer festival board of directors said Astoria's celebration must be held on June 21 or the nearest Saturday. It coincides with the traditional celebration of midsummer in Scandinavian countries.

"Midsummer is supposed to be the day of the changing of the seasons, which is June 21," Mathews explained. Only twice in memory has this resulted in holding the event on a day that didn't conflict with the sand castle contest, he added.

"We have to (plan) ours by the tides," said Renee Schwehr, who headed up sand castle contest organization for several years. To please Cannon Beach merchants, organizers hold the contest early in the summer to avoid already crowded peak tourism days, she explained. "They would like it (to be held) in May."

The contest must take place on a Saturday to enable the most people to attend, she said. Most important, the event has to coincide with a low tide. Organizers look for an ebb tide that recedes early to give them a chance to mark the contest area, followed by a high tide that returns early in the day to end the contest and put participants on the road home before dark.

In Astoria, festival organizers aren't unconcerned about the conflicting dates, said association Chairman Jorgen Madsen. "It has been done that (way) for years. We're not worried about it. We have never approached them (sand castle contest organizers.) I don't see how we could possibly do it. I don't think we could change our date. I don't see how we could have the slightest expectation for them to change theirs."

But June Kroft, one of the organizers of this year's sand castle contest, says an accommodation might be possible in coming years if there is communication with festival planners.

Mathews said some people have been concerned that the sand castle contest may reduce festival attendance. "We've never been able to see that it does," he added.

Attendance is measured each year by the sale of festival buttons. Every summer between 6,000 and 7,000 are sold whether or not the sand castle contest is held on the same day.

In 14 years the festival has grown from a Girl Scout troop fund-raiser into a town tradition, Mathews said. It is "one of the things that brings the town together, even if we're only entertaining our own people."

And every year the festival's reputation grows. This year busloads of people will come to the midsummer event from outside the area.

There are those who believe holding the festival on Sand Castle Day may bring more persons to Astoria. Each summer some determined sand castle builders fight traffic to attend both events. In previous years some contest organizers have left their coastal town with the arrival of the incoming tide to watch Astorians celebrate their Scandinavian heritage.



. . .or the day-long Scandinavian Midsummer Festival in Astoria.

The Daily Astorian—JAMES HOLMAN

Scandinavian royalty

The Friday night coronation of Miss Scandinavia, Sigrid Ness, opened the two-day Astoria Scandinavian Midsummer Festival that attracted more than 7,500 visitors. Miss Finland Maija Vedenoja was first runner-up.

Assisting the beaming Miss Ness, the Norwegian representative on the festival court, are Ann Gramson, left, the senior court chaperone, and Leila Koskela, right, 1980 Miss Scandinavia.

Pictures of the festival are on Page 3.

6/22/91



20,000 jam beach for sand castle contest

By EMMET PIERCE
Of The Daily Astorian

CANNON BEACH — An estimated 20,000 people came to this coastal town Saturday, making the 17th annual Cannon Beach Sand Castle Contest the largest ever.

Those who came to watch sand sculptures take shape in the shadow of Haystack Rock arrived earlier and stayed later than crowds of past years. By 8:30 a.m. the cars had begun to fill the city's side streets. By noon there wasn't a parking spot left in the city of some 1,000 permanent residents.

Undaunted, sand castle fans parked wherever they could. For many that meant parking along Highway 101 and hiking several miles to the city beach. By mid-afternoon Oregon State Police were advising motorists to stay off Highway 26 and away from the congestion at Cannon Beach.

"The traffic was practically at a standstill," Sgt. Bob Pendleton of the Oregon State Police said today. "It was backed up four miles on the Sunset (Highway 26) coming westbound."

A major bottleneck was Cannon Beach Junction, Pendleton said. "This happens every time you have a mass of humanity in one small area." The primary concern of state police was that emergency vehicles would be caught in the snarl. Apparently none was.

On the beach, contest Chairwoman Sue Jarvis had her work cut out for her. "They (contestants) sure came early," she noted. Teams of oceanside Picassos began as early as 6 a.m. A group of judges, directors and volunteers hit the beach at dawn. They had the unpleasant task of raking thousands of foul-smelling jellyfish from the contest area.

The purple sail jellyfish have covered local beaches in unusual quantities during recent weeks.

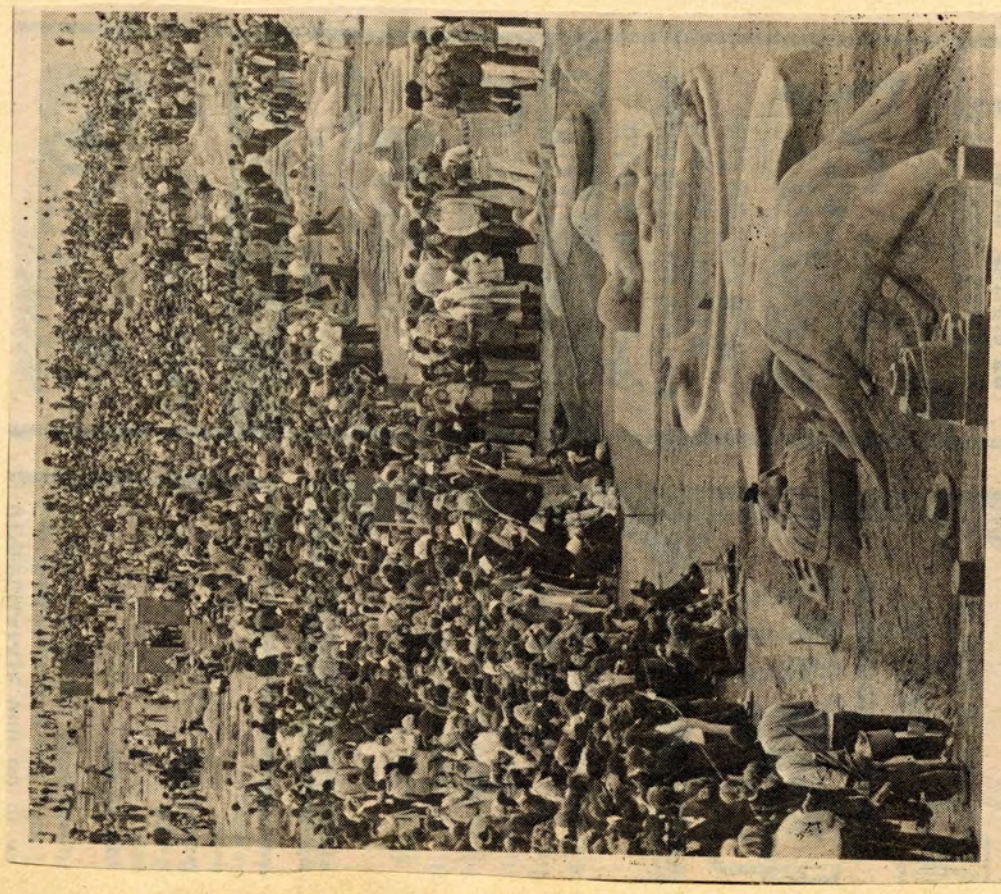
Contest organizers kept a nervous eye on the sky, but gray clouds held back their rain. The weather has cooperated with the contest throughout its history, said Mrs. Jarvis. "We've never had to cancel because of rain."

In plots of sand, teams of adults and children let their imaginations run wild, creating dragons, automobiles, furniture, giant frogs, spiders, "Artesians" and even some old-fashioned castles.

Unlike past years, no single theme dominated. There were no depictions of the Portland Trailblazers or of Egyptian pyramids in memory of King Tut.

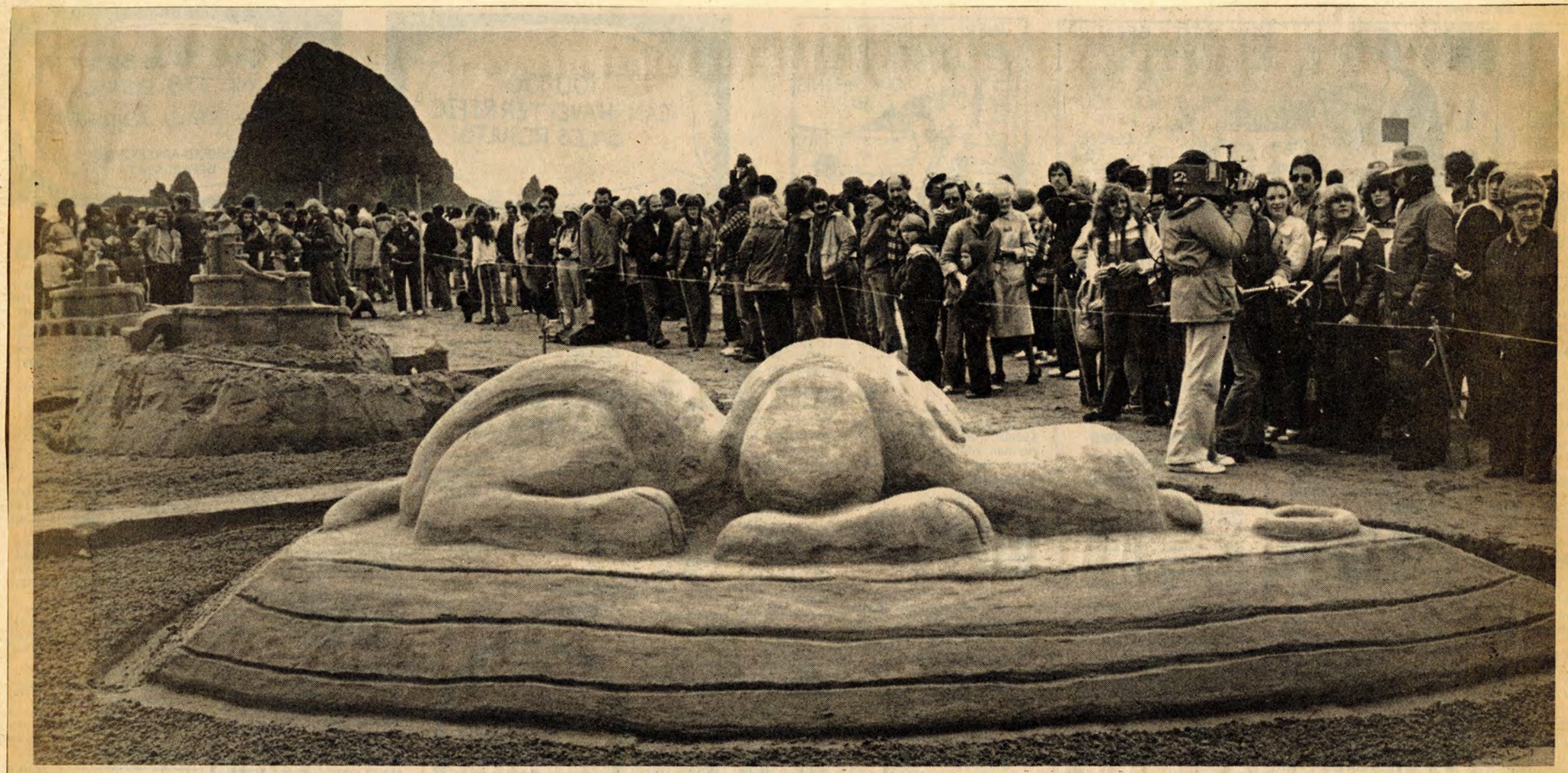
By 9 a.m. the crowd of spectators already was thick. One of the sculptures that attracted the most attention was based on a commercial for Olympia beer. "We just dreamed it up," said contestant Rosemary Rainbolt of Beaverton. The entry won a first-place award.

See Sand castles, Page 11



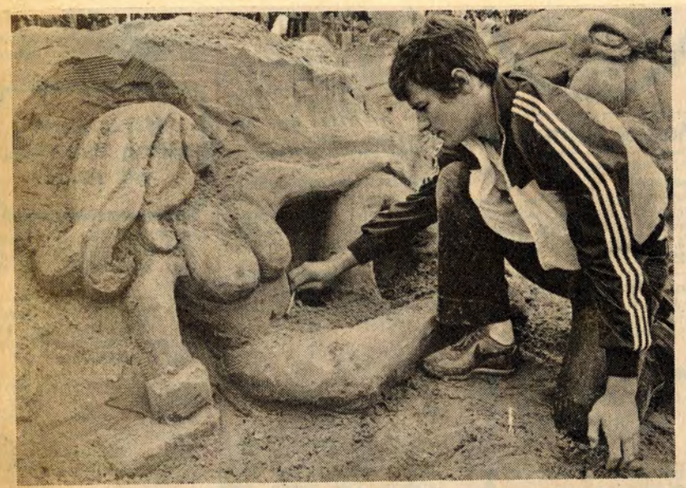
The Daily Astorian—EMMET PIERCE

Like grains of sand themselves, an estimated 20,000 persons took to the beach Saturday to view the works of Cannon Beach Sand Castle Contest contestants.



The Daily Astorian—EMMET PIERCE

While a television cameraman focuses on the crowd that came to see the beach sculptures, a sandy Snoopy sniffs out an equally sandy bone in the shadow of Haystack Rock.



Steve Mattson of Newport puts the finishing touches on a "damsel in distress" about to be saved.



A mother hippo and her baby rise from the beach to vie for a contest prize before being swept out to sea by the incoming tide.

Sand castles 6/22/81

Continued from Page 1

Another first-place finisher was a classic dragon complete with scales and wings. "There are a lot of dragons in board games and video games," said contestant Tadd Kruger of Tigard when asked where he got the idea for his entry.

Cannon Beach Fire Chief Gary Moon was stationed at the south end of the contest area. His fellow firemen sold coffee and donuts to the spectators who poured onto the beach from Ecola ramp.

The crowd was "huge, bigger than ever," Moon said. "I think we're out of parking spaces. The town is full. You can't get any more cars in it." He estimated the crowd at 15,000 to 20,000. Cannon Beach Chamber of Commerce President Alan Frojen estimated 20,000.

At 10:30 a.m. judging began. As prizes were presented, spectators looked on approvingly. Shouts of "well done" and "wonderful" greeted the presentation of numerous awards.

No grand prize was presented, said Mrs. Jarvis. Organizers tried to give some kind of trophy to everyone who participated.

Wandering television crews found plenty of potential footage as they moved along the beach, filming the best of the entries.

Mrs. Jarvis pronounced the 1981 Sand Castle Day "marvelous. Everyone did their job. Everything went well."

Some spectators expressed sorrow when the incoming tide threatened to destroy the handiwork of hundreds of sand castle builders. Effigies of Snoopy and Popeye soon were reclaimed by the sea.

"It seems like such a shame though," one elderly woman said. "They put so much work in it, then the ocean comes along and spoils it."

There is no reason for sadness. Next year a hundred more creations will rise out of the sand at the 18th annual Sand Castle Contest.



Traditional castles such as this one joined an imaginative field of contest entries this year.

Student names port's dredge

The name "Patriot" was one of five Jeff Bjaranson submitted in the Port of Astoria's name-the-dredge contest.

But it was "Patriot" that won the contest, and a $50 bond, for the Star of the Sea School seventh-grader.

Jeff, 13, will be invited to the formal christening of the former U.S. Army Corps of Engineers dredge in July.

But he was at the port offices this week to receive his U.S. Savings Bond and a letter of appreciation from port commissioners. Both were presented to him by commission Chairman Henry Desler.

Jeff suggested the name because, he said, the dredge will be painted red, white and blue, our country's colors.

Jeff is one of five children of Robert and Sonja Bjaranson of Hammond. His father is a longshoreman. The family moved to the North Coast from the San Francisco Bay area three years ago.



Jeff Bjaranson

6/22/81

Hearing Wednesday

6/23/81

Port proposes $172,000 budget

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners will hold a public hearing Wednesday on a proposed 1981-82 budget, which calls for the port to spend $171,908 in local property taxes.

Commissioners will decide on a budget port Deputy Director Greg Baker said "accurately reflects the realities of the current economic conditions."

Baker's budget message, presented in writing to budget committee members before their one meeting May 27, said port revenue in the current 1980-81 budget year will be about 10 percent less than anticipated.

Baker said the reason for the revenue shortfall is a "substantial decline in log exports in the second and third quarters" of the year.

The 1980-81 budget year will end June 30.

That decline more than offset increases in other forms of port revenue, increases resulting mostly from hikes in various tariffs, rentals, and mooring and hangar fees. The port commission also recently levied a 5-cent-per-gallon aviation fuel surcharge.

The proposed 1981-82 budget envisions $2,800,408 in expenditures offset by $2,628,500 in revenues and $171,908 in property taxes.

Taxes of that amount would be exactly within Oregon's 6 percent limit on annual property tax increases, so a vote of Clatsop County taxpayers won't be required.

For the current fiscal year, the port levied $162,177.

The biggest single spending increase — 35.8 percent — contemplated in the budget is for general and administrative personal services — salaries.

Port Executive Director Floyd Shelton's $39,500 salary is 4.5 percent less than the $41,342 budgeted this year for former Director George Grove.

Other paper savings were made by not funding a deputy executive director, airport manager, or CETA employees' salaries, which together accounted for $41,800 in the current budget.

But those savings evaporated with the $80,150 in salaries for new positions.

Greg Baker, deputy director for finance and administration, has a budgeted salary of $34,500; Roger Shannon, deputy director for operations, $29,150; and executive assistant Christine Rose, $16,500.

Those positions, together with a 55 percent increase in payroll for office staff, and 10 percent pay increases for key port staff members such as office manager Evelyn Bredleau and Engineering Chief Harry Utti, account for the increase.

The other major budget increase is a hike of 87.5 percent for travel and promotion — $75,000 is budgeted for that purpose next fiscal year, compared with $40,000 in the current year.

The budget includes a $25,000 contribution to the Clatsop Economic Development Committee's Youngs Bay Salmon Enhancement Project, down from $26,600 this fiscal year.

Project director Tom Clune said only half the port's contribution, if the proposed budget is approved, would be in cash, and the remainder would be in in-kind services.

The budget hearing will be at 7:30 p.m. in the port commission meeting room, Pier 1. A special commission meeting and executive session will follow.

House OKs deep-water port bill

6/23/81

Outlines procedure on Tongue Point deal

By The Associated Press and The Daily Astorian

SALEM — The Oregon House approved a bill Monday that lists the development of a deep-water port in Oregon as a high priority despite protests from some legislators who said their areas were overlooked.

The measure (HB2527) mentions only the Port of Portland and the Port of Astoria. It passed 46-14 and now goes to the Senate.

Bill Bradbury, D-Langlois, and Bill Grannell, D-North Bend, said the bill excludes the possibility of a deep-water coal-export facility at Coos Bay.

"I think we are creating the impression that all of the state's energy and the governor's effort should be focused on the Port of Portland and the Port of Astoria," Bradbury said.

"I think we can develop all of these at the same time, but the Port of Coos Bay needs help now," he said.

The bill also directs the state Land Board to enter negotiations with the Port of Astoria for sale or lease of the state's Tongue Point property. It makes the negotiations conditional on the two ports entering in a written agreement that they jointly develop and manage the property.

Grannell noted that there are current negotiations to exchange state land for other lands in the Coos Bay area. If the bill were passed, a state agency director could use it as a legislative directive against development of Coos Bay facilities.

But Rep. Ted Bugas, R-Astoria, said the bill's chief purpose is to urge the Astoria and Portland ports to cooperate.

Bugas has said the bill would also:

—Direct the Port of Astoria to proceed full-speed with its own coal transshipment facility.

—Require the ports and the State Land Board to agree to a division between all three parties of the net revenue accruing from management of Tongue Point.

—Require the governor to report progress in these matters twice a year to the Joint Trade and Economic Development Committee.

Bugas told The Daily Astorian today the 46-14 House vote was a substantial victory which capped an hour and a half of debate on the measure.

The Astoria legislator said the main hurdle his bill faces in the Senate is that officials of the Burlington Northern railroad are "highly upset" with one provision.

That provision asks the governor to report to the Legislature on the possibility of other rail companies using the BN track between St. Helens and Astoria.

Bugas said he had told railroad officials he wasn't a strong supporter of that provision, and the BN could get it removed by conferring with supporters of the joint-use provision.

Bugas denied the bill gives the Port of Portland the green light to proceed with coal-export development while at the same time giving the metropolitan port a veto power over development at Tongue Point.

"The problem with any bill like this is that it tells them to cooperate and they don't have to cooperate," Bugas acknowledged.

"But its main purpose is that it's exhortative. With it, the Legislature makes the statement it wants to see Tongue Point developed and tells how it would like it done — through the Division of State Lands working with the two ports."

Port cuts CREST, funds CEDC fishery project

6/25/81

By CHRIS GENNA
Of The Daily Astorian

A local salmon-enhancement project came out of the Port of Astoria budget process a winner Wednesday, but only at the expense of a bi-state planning organization.

Port commissioners approved a 1981-82 budget which included $25,000 for the Clatsop Economic Development Committee (CEDC) Youngs Bay salmon-enhancement project.

But commissioners made it clear that to come up with that money, a $4,000 appropriation for the Columbia River Estuary Study Taskforce (CREST) would be erased.

Commissioners didn't stop there, however. They indicated they were peeved that CEDC officials were seeking a second year's appropriation after assuring them last year a port contribution to the project would be a one-time-only proposition.

PROJECT DIRECTOR TOM Clune said special circumstances this year — federal budget cuts that had forced state hatcheries to dump fish, loss of federal Comprehensive Employment and Training Act funds, and the need to provide matching money for a state legislative grant — led the CEDC to seek port money.

Port Executive Director Floyd Shelton said he "approached the CEDC appropriation with reservations," even though he had supported the project in a "variety of roles in the past" — Shelton formerly was an official of the Oregon Department of Economic Development.

Shelton said he felt compelled to point out the financially strapped port is faced with expensive dredging merely to stay in business. And, without business, the port would have no money at all for organizations like the CEDC or CREST, he said.

The Astoria-based CREST staff provides technical assistance to its Oregon members about how to get the shorelands and aquatic portions of their comprehensive plans approved by the state Land Conservation and Development Commission.

IN FACT, THOSE features of the CREST estuary plan and local government plans are the subject of environmental mediation sessions which are scheduled to conclude next week. Those sessions, held under CREST sponsorship, are aimed at reaching compromises on where industrial development will be allowed in the estuary.

CREST Director Michael DeLapa said each CREST Council member was asked to financially support the organization.

Clatsop County government was asked for $5,000, the City of Astoria for $3,000, Warrenton for $2,000, Pacific County, Wash., for $700, and the two ports and city in Washington which are members were asked for $250-$300.

DeLapa said Ilwaco, Wash., city government officials had denied a request for $250 because it was made after their budget had been adopted. He said the port commissioners' action Wednesday was only the second flat refusal CREST had received.

Clatsop County commissioners had promised $5,000 if the county government levy passes next Tuesday, and Astoria city officials had budgeted $2,000 of the $3,000 CREST requested, DeLapa said.

DeLapa told The Daily Astorian he had never been asked to make a formal presentation to the port staff, budget committee or commission.

THE BUDGET WHICH commissioners adopted Wednesday was in other respects unchanged from that the budget committee had recommended.

Shelton pointed out the $171,908 in property taxes the port will levy in the coming fiscal year represents only 6 percent of the port's $2.8 million operating budget. "We are for all practical purposes a self-sufficient port," Shelton said.

He said the port employs no more administrators now than it did five or six years ago.

The Daily Astorian reported Tuesday that the port had added management personnel since January, when Deputy Director Roger Shannon was filling roughly three positions in the wake of the dismissal of Executive Director George Grove and the firing of Airport Manager Mike Barry.

Traffic Manager Gail Packard had left the port in February 1980, about the time Shannon was hired.

Over fishery agency's objections

Port seeking support for dredging permit

6/25/81

By CHRIS GENNA
Of The Daily Astorian

Fears the Port of Astoria will dry up and blow away are partly grounded — the port IS drying up.

That's the picture painted for about 50 port "clients" and newsmen by port staff members at a briefing session Wednesday.

Port Executive Director Floyd Shelton told the group that accelerated sedimentation continues in the port's ship berths.

Shelton said berths which had been dredged to 39 feet deep in January and February now are 30 to 30.5 feet deep. Those soundings are at mean lower low water — the depth available at the lowest tides.

The oceangoing ships the port tries to accommodate draw 33 to 35 feet of water; the soundings indicate loaded ships will rest on the bottom during very low tides.

SHELTON SAID THE National Marine Fisheries Service (NMFS) threatens to block the port's flow-lane dredge spoil disposal permit, a permit that's essential to putting the pipeline dredge Patriot into operation.

Flow-lane disposal means pumping the muddy water into the Columbia, where natural currents carry it to sea.

The port has applied for permission to dredge 95,000 cubic yards of sediment next month, a small amount in September, and then the "main effort" from November to February, the time when there would be the least environmental impact, port Deputy Director Greg Baker said.

NMFS officials have expressed few misgivings about flow-lane disposal in winter months, but will object strenuously to a permit that would allow the port to dredge by that method during the summer, Shelton said.

The executive director said that leaves him with the problem of how to get the port through the summer to next Nov. 1, when flow-lane disposal could start.

Shelton said no natural resource agency representatives were present at Wednesday's gathering because "I wanted this to be a briefing session for those who work with the port, and not have it turn into a head-butting session."

Nonetheless, it nearly became one.

Al Rissman, a local stevedoring company foreman and former port commissioner, heaped scorn on the resource agency for its recalcitrance, saying the NMFS had no evidence the disposal would hurt the resource.

JIM DURHAM, ASTORIA Area Chamber of Commerce manager asked, "Is there anything we can do?"

"Not yet," Shelton responded. "We'll keep you informed."

Ron Rathburn of VTN Oregon, Inc., the port's consultant, said the quantity of sediment the port needs to dredge is equivalent to .02 percent of the average annual sediment load in the river.

Samples have shown that the material isn't contaminated and most of it would be carried out of the estuary, though some would accumulate in quiet areas, he said.

Rathburn said chemical testing indicated the only effects on water quality would be "moderate" turbidity in the area where the discharge would be pumped, and "minimal" turbidity downstream.

THERE WOULD BE some biological effects, Rathburn acknowledged, but he said they wouldn't be great. And, he added, even the NMFS can't say exactly how extensive these effects might be.

Rathburn said there are no indications suspended sediment would interfere with the breathing of fish. He said benthic species, those which live on the bottom, would be smothered by rapid accumulations, but not gradual accretions, of sediment.

The NMFS says bottom-dwelling animals called corophium are abundant in Youngs Bay. They're the main diet of downstream-migrating salmonids, like the endangered upstream chinooks which pass through in July and August.

The NMFS, in a June 19 response to the VTN data, indicated the corophium might adapt to the accumulation of sediments, but that would take

See Dredging, Page 4

6/25/81

Dredging

Continued from Page 1

time — time the tiny critters won't have if they have to set out a meal for the downstream migrants by August.

DALE EVANS, CHIEF of the NMFS' Environmental and Technical Services Division in Portland, who drafted the response, was more blunt in a telephone interview.

Evans told The Daily Astorian that the NMFS' present concern is, in a sense, the port's fault. The NMFS acquiesced to a flow-lane disposal permit for the port about November 1980. The permit was good until last February.

The NMFS acquiescence was on the condition that the port monitor the physical and biological effects of the flow-lane disposal.

"The port, for one reason or another, and I can't comment on the substance or validity of those reasons, never conducted the biological study," Evans said.

Evans acknowledged the NMFS "doesn't have site-specific data on the biological and physical effects" of the proposed spoil disposal method.

But he indicated providing that data was the responsibility of the port, and the port had the opportunity to provide it during the last wintertime permit.

Now, Evans said, the port wants to do the dredging "near the peak out-migration period," when the risk to organisms in the estuary is too high to conduct tests.

"We recognize the bind the port's in, but we don't want to put those resources on the line and bet they won't be hurt," he said.

It's not as though the NMFS hasn't tried to come up with alternatives, Evans said. He's suggested the port put up a silt curtain and pump the dredging spoil into the head of the slip, in effect shortening the length of the piers.

Evans said Shelton indicated that approach would commit the port to a policy — filling its slips — to which it isn't ready to commit itself.

EVANS SUGGESTED THE port dredge out a basin for ships to float in at low tide, using a clamshell dredge and disposing of the spoil on the port's airport disposal site. Port officials say that would be too expensive.

Evans said the NMFS will recommend against the port plan. He emphasized that his agency doesn't issue or deny permits — it merely advises the Corps of Engineers, which is the federal permit-granting agency.

A corps spokesman said federal environmental laws require the corps to take that advice seriously. He said there is almost no chance the corps would grant a permit over NMFS objections.

"We wouldn't object to a permit to dispose of the spoil in the flow lane between Nov. 1 and the end of February, if physical and biological monitoring was done," Evans said.

"Beyond that, I feel the port has had this problem for some time now, I think seven months. They knew it was coming. I question whether the aquatic resource has to bear the burden of the port's desire to do it the cheapest way."

6/25/81

Log-export limits win Senate approval

By LINDA KRAMER
Associated Press Writer

SALEM, Ore. (AP) — The Senate voted 23-4 Wednesday for a bill designed to bolster Oregon's timber industry by imposing additional limits on log exports.

The bill was amended by the Senate and now goes back to the House for agreement.

Sen. John Kitzhaber, D-Roseburg, said the measure (HB2902) would help preserve timber grown on state land for local processing. He said it makes little sense to deprive Oregonians of jobs by exporting raw logs.

Kitzhaber said the state has limited export of logs from state-managed land since 1961 and this bill strengthens the policy.

"The question is what is the best use for timber grown on state land? It clearly is to provide jobs for Oregonians," Kitzhaber said.

Existing law restricts the export of timber from state lands but does not ban it. The law now requires a company to seek an export permit from the State Board of Forestry. In the past 17 years, only 12 export permits have been requested and only four have been granted.

The House version of the bill (HB2902) eliminated the permit system and banned the export of logs from state lands, except for Port Orford cedar which has little domestic market.

Kitzhaber said the Senate Labor Committee amended the bill to plug up a loophole known as substitution. He said some companies have circumvented the intent of the log export ban by exporting logs grown on private land and replacing them in their local mills with logs bought from the state.

He said the cost of buying back processed timber from other countries has pushed up the cost of timber products and housing and helped close down mills and put people out of work.

The measure as changed by the Senate prohibits the purchaser of state timber from substituting other timber for export. It applies only to unprocessed logs and does not take effect until July 1, 1983. The delayed effective date was part of a compromise worked out by the Senate Labor Committee between unions favoring the ban and others opposing it.

The International Longshoremen's and Warehousemen's Union opposed the bill because union members work on the docks where logs are exported. However, the International Woodworkers of America favored the substitution ban because members' jobs are affected by mill closures.

The bill also directs the legislative Committee on Trade and Economic Development to conduct an interim study on the substitution ban and report back to the 1983 Legislature.

Sen. Lenn Hannon, R-Ashland, called the bill "anti-free enterprise."

He said the measure was an effort to eliminate competition and would have long-range implications for the state. He added that providing for a study of the proposal after it becomes law is "putting the cart before the horse."

Sen. Ed Fadeley, D-Eugene, said the question of competing companies should be put aside and legislators should think only "of a policy that will provide jobs for the state of Oregon in the long run."

Senate approves bill to reduce log exports

6/25/81

SALEM — Heeding claims that Oregon should hold on to its own job opportunities, the state Senate approved a bill aimed at curbing exports of unprocessed logs from Oregon.

The Senate voted 23-4 to pass House Bill 2902. The Senate Labor Committee added strong provisions to the House-approved measure, which must go back to the House floor for concurrence on the Senate amendments.

The measure strengthens a 1961 state law that prohibited export of unprocessed timber that was harvested on state lands except in special cases.

Supporters of HB2902 said companies were able to sidestep that law by exporting unprocessed logs harvested from their own lands and then "substituting" logs from state lands for processing in their United States mills. HB2902 would halt that practice, essentially eliminating a loophole in the 1961 law.

The bill would prohibit companies that export unprocessed logs from bidding on state timber harvests. The companies could continue to export unprocessed logs from their own lands.

Sen. John Kitzhaber, a Roseburg Democrat who led the floor discussion of the bill, said only three companies that operate in Oregon — Weyerhaeuser, Crown Zellerbach and Dant & Russell — would be affected by the bill because they export unprocessed logs from Oregon ports. Other lumber companies, he said, do not export unprocessed logs from Oregon, and most of them supported the bill.

Kitzhaber said the intent of the 1961 law was that all state-owned timber should be processed in the United States to preserve the jobs, income and tax revenue from timber-related industries for Oregonians. HB2902, he said, would make sure that goal is achieved.

Sen. Ed Fadeley, D-Eugene, said timber owned by the state of Oregon should not be shipped overseas "either directly or indirectly."

"I don't want to see Oregon become a tree farm for other nations at a time when we are growing shorter and shorter of trees to supply mills and sustain our own economy," he said.

Opposing the bill, Sen. Lenn Hannon, R-Ashland, said the real aim of the measure was to limit competition among timber companies. He said the bill infringed upon the "free enterprise system" and would have "far-reaching" implications for the state.

Letter to the Editor:

6/26/81

I want to publicly give my "Thank You" to the many people in Astoria who have given me their encouragement and assistance. In particular, the mayor and City Council, to the Urban Renewal Commission, to the Executive Director of Northwest Oregon Housing, to the Chamber of Commerce, to the Astoria Churches, and to many others too numerous to mention.

"I Thank You" Respectfully.

Burt S. Mitchell
1920 Larch St.
Boise, Idaho 83706

6/29/81

Developers plan armory bid

By JAMES HOLMAN
Of The Daily Astorian

Unless Astoria YMCA officials can come up with at least $45,000 by 1:30 p.m. Tuesday, the old National Guard armory probably won't become the YMCA's new home.

The Daily Astorian has learned that two Astoria developers plan to bid on the armory at a public auction Tuesday. Pier 11 Market Place owner Darrell Davis said he and George Brugh, who owns Bee-Line Roofing Co., hope to purchase the armory and develop it into a convention center.

The two also plan to remodel the old Astoria city hall, adjacent to the armory, for offices, Davis said. The city hall, which houses the Columbia River Maritime Museum, will be sold with the armory. Both are owned by the state Military Department.



Old National Guard armory: home for YMCA or a convention center?

THE ARMORY NO longer is needed by the Military Department because it built a new armory at Camp Rilea last year. The maritime museum plans to move into new quarters at the foot of 17th Street this year.

A bid by Davis and Brugh — or anyone else — would make moot a bill being considered by a state Senate committee. The bill, House Bill 3215, would give the buildings to the Astoria city government, subject to certain conditions.

House Bill 3215 was introduced by Rep. Ted Bugas, R-Astoria, at the request of Astoria YMCA and Clatsop County Historical Society officials. The bill was approved unanimously by the state House of Representatives June 11; the Senate also is expected to approve it.

The bill would allow the city government to lease the armory to the YMCA, which planned to use it to expand programs. The old city hall was to be leased to the historical society, which planned to move some of its artifacts from the Flavel house museum and establish "a heritage center and research facility."

When YMCA officials last Thursday learned of Davis' and Brugh's plans, they met with the developers and asked them to withdraw from the bidding, said Carol Whitaker, co-chairman of the YMCA Building Committee. The two refused. Davis said Sunday night he hadn't changed his mind about bidding.

THE TWO DID agree not to bid if the YMCA were to bid Tuesday, Mrs. Whitaker said. However, she and co-chairman Joe Bruneau have said the YMCA has no money to purchase the property.

The YMCA and historical society would have to come up with at least $45,000 — the minimum down payment. The balance of the minimum sale price of $225,000 is due by Jan. 1, 1987, with interest of 10 percent a year.

But Mrs. Whitaker said she hadn't given up hope. The YMCA is considering asking a judge to grant an injunction to halt the auction, she said Sunday.

Grounds for such a request would include a claim that the Military Department has proceeded with the auction under "an air of secrecy." She said YMCA officials didn't know an auction was to be held Tuesday until they attended a June 2 House hearing on the bill.

"If we had known, we could have tried to come up with the money (to bid), Mrs. Whitaker said. "An injunction would give us more time."

The Military Department decided to hold the Tuesday auction, which will be the fourth attempt to sell the armory since May 1980, before Bugas' bill was even drafted, said Col. Byron Schriever, installation officer. In an April 6 letter to the state Highway Division, the department requested an auction be set for June 30. The Highway Division conducts the auctions and acts as sales agents for the property.

Although people on a state mailing list received notice of the auction, it wasn't advertised in newspapers until June. Davis was on the mailing list because he had been at previous auctions, he said.

The YMCA didn't receive notice of the auc-

See Armory, Page 2

40-year-old armory built for $100,000

The Astoria National Guard armory was built in 1941-42 by a local contractor, John Helstrom, for about $100,000, according to news articles in the 1941 Astorian Evening Budget.

The city government deeded the land and the city hall, which was being used as a "hospitality room for troops," to the st vernment. Although the property was sold fo. ., an article Oct. 30, 1941, reported that the property was "considered as a contribution of funds in the amount of $15,000."

The county government contributed $25,000 and the state government $45,000 to construction of the armory. The federal government, which leased the armory and city hall from the state during the war, kicked in $45,000, including $10,000 for "overhead" and furnishings.

The armory and city hall were to be used as a recreation center for troops, administered by the United Service Organization (USO).

The Astoria City Council authorized transfer of the property to the state Nov. 4, 1941. In addition, the city government purchased an apartment house on the armory site for $2,400 and paid to have it moved to 17th and Exchange streets. It also gave the owner, Annie Leathers, a parcel of land across the street from the armory.

Construction bids were opened Nov. 14. The low bid, by Helstrom, was $33,000 over the $110,000 budgeted for the armory. After making adjustments in construction plans, a contract was signed and construction began immediately, with a completion deadline of March 15, 1942.

To help bring the project costs within estimates, the city council agreed to pay up to $5,000 for the heating system. That brought the city's total investment to at least $22,400 — considerably more than the $1 deed price.

Armory 6/29/81

Continued from Page 1

tion, even though, as Schriever acknowledged, the Military Department had "known for a long, long time that the YMCA (was) interested in the property."

YMCA and historical society officials have been critical of the Military Department's decision to put the buildings up for auction before the bill was to become law. But Schriever said offering it one more time was "the prudent thing to do."

"We as public servants get criticized for not being alert to the responsibilities of public agencies. Then in situations like this we frequently get criticized because we don't give things away.

"I feel that it is my basic responsibility to the citizens of the State of Oregon; they are the people I am responsible to, and if it is possible to get a reasonable price for that piece of real estate, that is my first obligation."

SCHRIEVER SAID THE department had "supported the legislation to allow (the buildings) to go to the city and be put back to use."

Bugas told The Daily Astorian last week he agreed that it was the Military Department's responsibility to make another try at selling the buildings. "If I were the head of the Military Department . . . and this had progressed as it did, I would have probably initiated one more auction, too."

But state Sen. Charles Hanlon, D-Mountaindale, said Friday an amendment to HB 3215, agreed to by the House State and Federal Affairs Committee, "blew the bill."

That amendment changed from July 1 to Oct. 1 the date the bill was to become effective and lowered the price to $225,000 from $265,000. Bugas shouldn't have allowed the amendment, Hanlon said.

Hanlon said Bugas "has never consulted with me on this bill" and he suggested the legislation "could have been handled better."

Should Davis and Brugh win the bidding, they hope to purchase property north of the buildings and develop a motel and parking lot there, Davis said. However, the convention center-motel proposal is tentative and the two have a number of alternatives, including developing a raquetball club.

IT WOULD BE "premature to say what we're going to do with it," Davis said.

"One thing is for sure: Something will happen immediately, because it's not something that can just sit there."

Davis said the museum building needs repair, but noted that he and Brugh "see nothing extensive that needs to be done" to the armory.

"We think the price is right and we'd like to see it come back to ownership in the city. We'd like to see the whole thing go back on the tax rolls and be privately owned."

The YMCA also has extensive plans for the armory. Preliminary architectural drawings of the lower floor envision the exercise-weight room, a crafts room, a classroom, a firearms education area, offices, a kitchen, a preschool, a multipurpose-game room, a pro shop, a nursery and locker rooms. The YMCA would use the main floor to add roller-skating, two to three racquetball courts, tennis courts, a larger basketball court and an indoor jogging track, officials said.

Use of the old city hall as a heritage center, with its additional space for offices and record storage, would "allow for the long overdue preservation and restoration (of the Flavel house) which for many years have been planned for this 1885 architectural treasure," historical museum Director Gloria Richards said.

If the YMCA and historical society can't come up with the $45,000 — or an injunction — those plans may have to be put back on the shelf.

Log-export restrictions are nixed

6/29/81

SALEM — By an overwhelming margin, the House of Representatives refused Friday to accept Senate amendments to a controversial bill restricting log exports.



Rep. Ted Bugas

State Rep. Ted Bugas, R-Astoria, told The Daily Astorian he "led the fight" to defeat Senate amendments to House Bill 2902. Bugas said he expects to be on the conference committee which will iron out differences between the Senate and House versions of the bill.

House Bill 2902 closes a loophole in the ban on state timber exports and prohibits substitution. Substitution is the process in which timber companies cut their own logs for export and then buy state forest timber to provide raw material for their mills.

The substitution ban would take effect July 1, 1983, by which time a legislative study of the log export issue would be completed. That way the 1983 Legislature, presumably acting on information gained from the interim study, would be able to repeal or amend the substitution provision before it took effect.

THE SENATE AMENDED HB 2902 to limit the amount of state timber an individual or company could buy in each of the next two years. Under the limit, a company or individual could buy up to 110 percent of the firm's or individual's previous year's purchase of state timber or 110 percent of the average purchases for the previous five years, whichever was greater.

It was the timber-sale limit, which Bugas called "stupid," that caused the House to reject the Senate version by a 58-1 vote.

See Exports, Page 7

The timber-sale limit would hurt small wood products companies the most, Bugas said. He said he was "astounded" that the provisions won Senate approval, and added he was particularly "disappointed" that the North Coast's senator — Charles Hanlon, D-Mountaindale — had voted in favor of them.

"The amendments sound fine until you discover that the little guy who doesn't buy much timber is the one who's going to get hurt," Bugas said. "What the limitation does is restrict competitive bidding and make it cheaper for the large companies to buy state timber."

State Department of Forestry officials, responding to a query from Bugas, reported that 79 qualified individuals or firms haven't bought state timber in the last five years and therefore would be prohibited, under the Senate amendments, from buying state timber in the next two years. Astoria Plywood Corp. falls into that category.

IN ADDITION, OF the 87 individuals and firms that have bought timber in the last five years, 67 would have allotments — based on the 110 percent factor — smaller than the average state timber sale of 2.2 million board feet, forestry officials said. That means most of those companies would be precluded from bidding on state timber sales.

"Under these amendments, only 20 companies out of 166 qualified companies will be eligible to bid on state timber," Bugas said.

Bugas said the conference committee won't begin work on the bill before the middle of this week, at the earliest.

Devastating implications

The Port of Astoria wouldn't be harmed if Congress enacted the Reagan Administration's waterway user charges plan, but this port cannot sit idly by while the scheme threatens to devastate Columbia Basin waterways.

Produce, much of it agricultural, comes out of Snake and Columbia River ports. A broad range of products move through the Port of Portland. All of that would be drastically changed if the Reagan Administration's scheme for charging carriers of commerce on inland waters were enacted.

The additional cost to a carrier of going to an inland port would make it almost prohibitive in the Columbia Basin.

David Stockman, the director of the Office of Management and Budget, is the author of this plan. He wants the users of inland waterways to pay for the dredging and maintenance of them. It is his view that those interests that benefit directly from use of inland waters should pay the bill.

He doesn't see movement of waterborne commerce as an operation in the national interest, even though the movement of agricultural products to foreign markets, as an example, benefits the United States monetarily.

Stockman is trying to balance the federal budget and he sees this as one of several devices for reaching that goal. Speaking for members of Northwest states' congressional delegations, Rep. Don Bonker said in a recent letter to President Reagan, "The imposition of a waterway user fee must be seen in a broader context than simply balancing the budget." Indeed it must.

The Columbia Basin waterways network is at a disadvantage in waging battle against this legislation because it doesn't have the traffic that the Mississippi carries, for instance. And, of course, deepwater ports would be affected little if at all. But movement of commerce by water within the Columbia Basin can become much greater. If this legislation were enacted it never would have a chance to grow. The Port of Astoria must join all within the basin in opposing this short-sighted budget balancing act.

Retail Merchants Meeting — Bob Williams, manager of the state Employment Division office in Astoria, will be guest speaker at an Astoria Retail Merchants Committee meeting 7:30 a.m. Wednesday at the Fiesta Restaurant, Astoria. Williams' topic will be "The Employment Division as a Community Resource."

6-30-81

Other editors say

6/30/81

A special bill for Astoria's port

A bill has been manifested and passed in the House which gives special and priority attention to developing a coal-export facility at Tongue Point near the Port of Astoria.

Rep. Jim Chrest, D-Portland, said last week the bill, HB2664, is intended to send "some signals" to business that Oregon is serious about developing such a facility in the near future. It is not intended to exclude Coos Bay, he added.

The fact is, however, it does exclude Coos Bay.

Furthermore, it is an open and arrogant slap in the face to Coos Bay and a blunt statement by the state's highest elected officials that they are in direct competition with Coos Bay to obtain a coal-export facility . . . if not the only such facility, the first one.

Who is foolish enough to believe that since legislation sanctions the development, and since the State Land Board approves and supports the Tongue Point development, and since Gov. Vic Atiyeh himself is giving his own support to this one project, that the coal site project at Astoria won't receive special treatment? It will, you can bet on it.

Meanwhile, we've got a few fieldhands for the state resource agencies neatly beginning to tie up our own local efforts to locate a coal-export facility on North Spit. Anybody up there in Salem listening?

Because this port is deeply involved in trying to meet requirements of the state's land-use laws and because we have allowed resource agency representatives to sit at our right and left hands to see what each is doing, we are forced to go through hoops and along painfully slow courses. Will Astoria and the state do the same? We doubt it.

This bill that labels the Astoria project as special to the state orders the Port of Portland to use its technical expertise (which is, needless to say, considerable) in helping Astoria develop a deep-water, coal export facility at Tongue Point.

If that's not stacking the deck, we don't know what is.

And all the editorials and outcries in the world are not going to change things. The governor and the Land Board want this site and by damn they'll get it. Period.

The bill now moves to the Senate where we can expect South Coast Sen. Jack Ripper to make an effort to fight it. If only he had Merlin the Magician to help him. It will take more than the normal workings of the political system to get help for Coos Bay.

Somewhere, some time it will take an honest, concerned effort by the state's leading officials to really contribute their power and support to this port. They never have done so, they may never do so. While they give us words, they give Astoria legislation and the best expertise money can buy!

—The World, Coos Bay

6/30/81

Only third member to receive award

Klep given prestigious Rotary honor

By LESLEY FORNAS
Of The Daily Astorian

Astoria Rotary Club members paid tribute Monday to Columbia River Maritime Museum Director Rolf Klep, presenting him the prestigious Paul Harris Award.

The award, named for Rotary International's founder, recognizes outstanding Rotarians who are exemplary in community service work. Klep is the third member of the 65-year-old Astoria club to receive the award. Other winners were Deskin Bergey and Herbert Howell.

Before the award is given, the local club must donate $1,000 to the Rotary Foundation. The money must come from non-Rotarian sources as well as club members.

The foundation sponsors an exchange program for college-age persons to foster world understanding and peace. Astorian Bill Henningsgaard recently received a Rotary Foundation grant to study in Norway.

Klep's award was presented at a surprise luncheon at the museum in his honor. Presentation of the award was made by Rotary District 510 Governor Tom McAllister of Woodburn, who said Klep was "very deserving of the honor." The award includes a pin, medallion and letter.

Klep's tireless efforts to establish the Columbia River Maritime Museum were lauded at Monday's luncheon.

Klep was born in Portland but raised and educated in Astoria. He studied architecture at the



Rolf Klep

University of Oregon and became a successful commercial artist and magazine illustrator in Portland, Chicago and New York.

Klep was in the U.S. Navy in World War II, serving as graphic art and production supervisor for the Navy's technical publications. He is said to have turned out a superb series of training and ship recognition manuals, credited with shortening the war. He rose to commander in the Navy and continued his free-lance commercial artist work after the war.

When Klep's doctor advised him to slow down, he returned to Clatsop County to pursue his longtime dream of establishing a maritime museum in his hometown. He put together an organization which by 1962 founded the museum and is responsible for much of the successful fundraising which has helped the museum grow. The museum will move into a new waterfront structure later this year.

Astoria Mayor Robert Chopping said Monday Klep's efforts have "placed the city in the limelight for tourists." Clatsop County Commissioner Roger Berg added county government's appreciation for Klep's devotion.

Museum Associate Director Michael Naab, who has worked with Klep for 10 years, described Klep as "an incredibly selfless individual" and said no one had inspired him more.

Ron Honeyman, a member of the museum's board of directors, described his friend of 25 years as "the greatest salesman I've ever known" and estimated Klep was personally responsible for 90 percent of the nearly $2 million raised on behalf of the museum.

Klep responded to the plaudits with praise for the many friends who, he said, helped make his dream come true.

"My cup runneth over," said the proud Klep, obviously moved by the presentation. "I couldn't have done it without hundreds of my very dear friends. Rotary has helped a great deal to make some of those friends."

Klep, who said he didn't know of another area with waterfront history as colorful as Astoria's, promised his fellow Rotarians he would pursue his dream as long as he can walk and his heart holds out.

7/1/81

'At director's request'

Engineering chief resigns port post

By CHRIS GENNA
Of The Daily Astorian

Harry Utti, Port of Astoria chief of engineering services for the last four years, has resigned effective July 15.

Utti, 34, told The Daily Astorian his resignation was submitted at the request of port Executive Director Floyd Shelton.

Utti, who began working at the port June 6, 1977, said Shelton wanted to restructure some duties and those changes would eliminate the need for a full-time engineering specialist.

Utti, an Astoria native who has lived in the area "close to 30 years," said he understood Shelton's reasoning and the parting is amicable.

"I have a lot of friends and family here," Utti said, "so it's unfortunate in that respect; but I have to support anything that'll get this port off the ground."

Utti said he has no other job waiting in the wings; his immediate plans are to "take a vacation." He plans, among other things, to do some fishing in Canada.

Before joining the Port of Astoria staff, Utti worked for a number of engineering and consulting firms, including Bechtel Corp. from 1974 to 1975, when the San Francisco firm was doing engineering work for the trans-Alaska pipeline.

During the years Utti worked for the port, he assisted in the design and supervised the construction of the port's 20-acre paved and lighted cargo storage yard; engineered the move from Bremerton, Wash., and setting up of a 242-ton U.S. Navy surplus crane on the port's Pier 2; and designed and supervised construction of 30 individual aircraft hangars at the port-owned Clatsop County Airport.

Utti also wrote most of the port's permit applications, including one for flow-lane disposal of dredge spoil for a dredging program which ended last February.

In fact, one of his final duties for the



Harry Utti

port, he said, will be the submission of a modified disposal permit application. That permit will be to dispose of dredge spoil in the head of the port slips rather than in the Columbia River main stream.

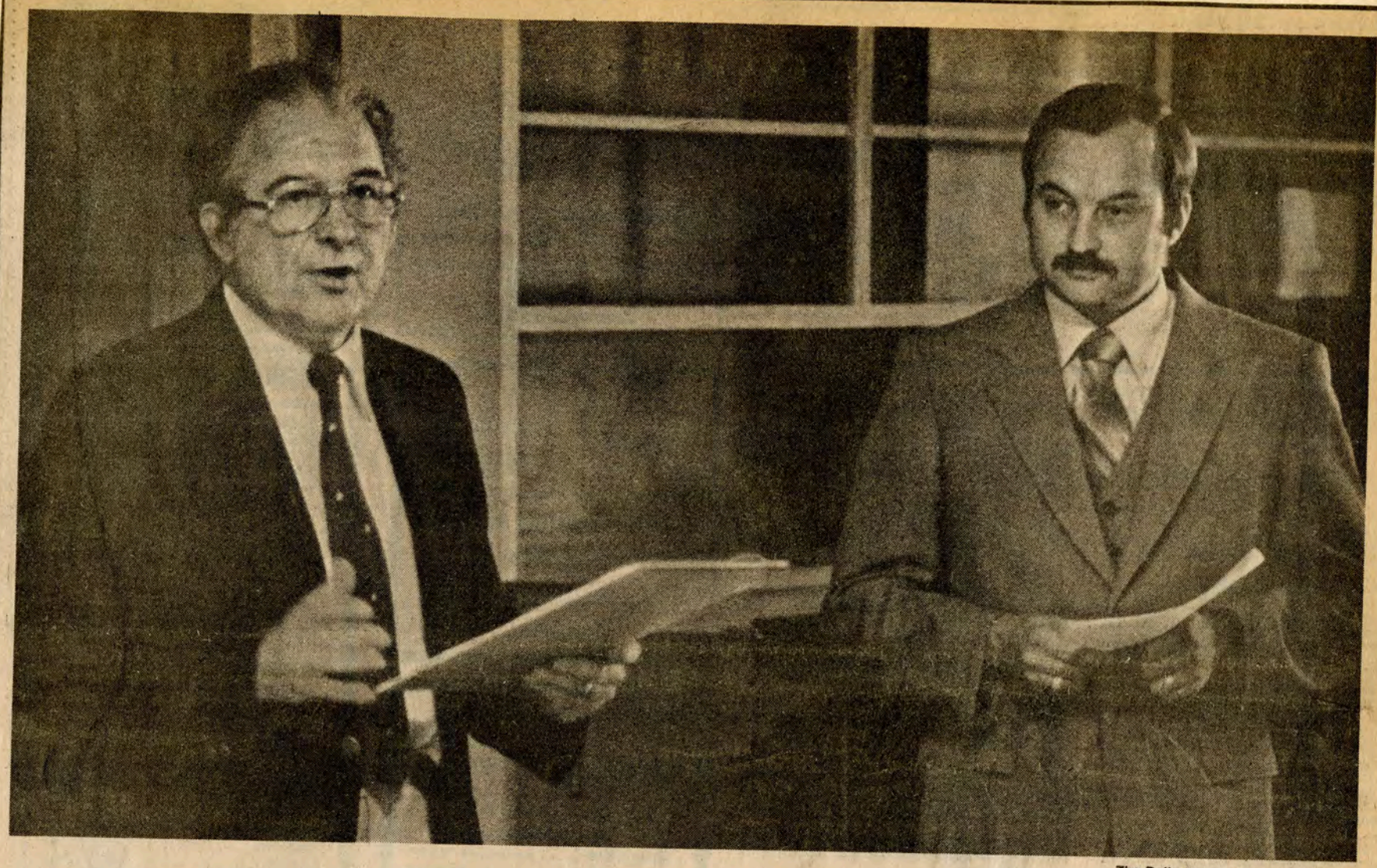
Utti said the most important projects he's leaving unfinished at the port are expansion and modification of the port's two mooring basins.

"Those are two projects the community shouldn't let slip," he said. "It would be a shame to have gone this far, to have a consensus from the community to support the projects and everything, and then let them die and have to start again from scratch."

The latest U.S. Army Corps of Engineers estimate has reduced the anticipated cost of expanding the West Mooring Basin by more than $1 million, Utti said. Further expense trimming could reduce the project to the point where it's "workable" — that is, where the port could scrape together the money for its share of the cost.

The project may not be approved while the Reagan administration is in power, Utti said, because of the president's conservative attitude toward public works and waterways projects. But, he said, the community should make sure the project is done when federal funds become available.

Utti said he has no regrets. "The best part of the job was the opportunity to meet a lot of interesting people, people from all over the world," he said.



The Daily Astorian—BILL WAGNER

Astoria YMCA attorney Nicholas Zafiratos read a letter objecting to Tuesday's armory auction, conducted by Roger Hansen, right, property agent for the state Highway Division.

6/1/81

Two developers buy old armory

By JAMES HOLMAN
Of The Daily Astorian

After their last-minute scramble to raise money for a down payment failed, Astoria YMCA officials stood by silently Tuesday while two Astoria developers purchased the old National Guard armory at public auction.

Darrel Davis and George Brugh, developers of Pier 11, bid the minimum asking price of $225,000 for the armory and the old city hall next to it. The two hope to turn the 40-year-old armory into a convention center and the 76-year-old city hall building into offices, Davis said.

For the state Military Department, which owns the buildings, the fourth time was a charm. The department had tried to sell the buildings at oral auction three times before and by Tuesday had lowered the May 1980 asking price of $370,000 by almost 40 percent.

Tuesday's sale required a down payment of at least $45,000, which Brugh and Davis paid shortly after the auction. The state will finance the balance at 10 percent, due in a balloon payment by Jan. 1, 1987. Davis and Brugh were the only bidders.

HOWEVER, OBJECTIONS TO the sale by the YMCA's attorney, Nicholas Zafiratos, will hold up transfer of ownership at least temporarily. Zafiratos read a letter to Military Department officials just before bidding was opened at 1:30 p.m. in the armory lobby.

He said the Oregon Legislature had authorized the sale in 1979, but apparently hadn't reauthorized it this year. And he said public notice advertising may not have been published in the sequence required by state statute.

Military Department Executive Officer Gary Lockwood said after the auction that the department would consider the objections and won't allow the new owners to take possession of the buildings until the questions are resolved.

"Those matters will be reviewed, but it is my opinion that there is no problem (with legislative authorization). I was not aware of the advertising problem until (Tuesday)," Lockwood said.

YMCA officials and representatives of the Clatsop County Historical Society had hoped the buildings would be given to the Astoria city government as a result of special legislation introduced in April by Rep. Ted Bugas, R-Astoria.

The bill would have allowed the city to lease the armory to the YMCA, which planned to move out of its antiquated building at 514 12th St., and to lease the old city hall to the historical society, which planned to establish a "heritage center and research facility" there.

That legislation has passed the Oregon House of Representatives and is in a Senate committee. Although it would appear to be a moot issue, YMCA officials said after the auction they planned to continue working for passage of the bill in the Senate.

"We hope that (objections to) the technicalities will be successful," said YMCA Building Committee Co-chairman Carol Whitaker. "We very avidly plan to pursue (the bill)."

Mrs. Whitaker said the YMCA had tried until nearly noon Tuesday to raise the $45,000 down payment.

But a local bank declined to accept the old YMCA building as collateral for a loan and the YMCA could come up with only one guarantor willing to be liable for repayment should the YMCA default. The bank required three.

THE YMCA BOARD of Directors met in a special session Monday night and approved bidding for the armory, Mrs. Whitaker said. Officials decided to attempt to purchase the building after efforts to obtain an injunction halting the auction were dropped Monday.

YMCA officials said they hadn't been given enough time to come up with money to bid on the buildings after learning June 2 that a fourth auction would be held June 30.

Davis, who owns and operates The Market Place shops at Pier 11, said after the auction that a convention center and motel complex is the developers' first choice for the property.

He and Brugh, who owns Bee-Line Roofing Co. and A-1 Ready Mix Concrete, hope to purchase property north of the armory for the motel and a parking lot, Davis said. The proposal is tentative, however, and the two have a number of alternatives, including development of a racquetball club, he said.

Procedure error nullifies

1/2/81

By JAMES HOLMAN
Of The Daily Astorian

It's those little things . . .

The state Highway Division — acting as property agent for the Oregon Military Department — apparently didn't follow state law in placing public notices advertising the auction Tuesday of the old Astoria National Guard armory.

As a result, a bid by two Astoria developers has been nullified and the Military Department will readvertise the sale and hold another public auction, tentatively set for Aug. 12.

Darrell Davis and George Brugh, developers of Pier 11, were the only bidders Tuesday, offering the minimum asking price of $225,000 for the armory and the old Astoria city hall next to it. Both buildings are owned by the Military Department, which wants to sell them because it has built a new armory at Camp Rilea.

HOWEVER, NICHOLAS ZAFIRATOS, attorney for the Astoria YMCA, raised objections to the sale just before the bidding began in the armory lobby Tuesday. He questioned whether public notices had been published in the required sequence.

Wednesday, Military Department Installation Officer Byron Schriever said the department had decided to nullify the bid. "There is a case law to support the fact that there has to be a full 28 days between the date of the first advertisement and the auction. In this case there was not."

The Highway Division placed a public notice in The Daily Astorian June 5, 10, 17 and 24. To have been legal, the public notice would have had to run June 3.

Schriever said he asked the Highway Division Wednesday to work up new ads immediately. Those ads are scheduled to be published for the first time July 13. Public notices for the August auction — the fifth since the department first put the armory up for sale in May 1980 — will be published only in the Astoria area, said Roger Hansen, the Highway Division property agent who is the auctioneer.

Previous ads have been printed in the Seattle Times, the San Francisco Chronicle, The Oregonian, the Oregon Journal, the Western edition of The Wall Street Journal, the Seattle Post-Intelligencer, the Los Angeles Times and The Daily Astorian. Ads for the four auctions conducted so far have cost "in the neighborhood of $12,000," said Steve Green of the Highway Division, although that figure includes pay for employees' time traveling to Astoria for the auctions.

DAVIS SAID WEDNESDAY he and Brugh would bid on the buildings again. The two hope to turn the 40-year-old armory into a convention center and the 76-year-old city hall into offices.

Meanwhile, legislation pending in an Oregon Senate committee probably will be amended because of the nullified sale, said Sen. Charles Hanlon, D-Mountaindale.

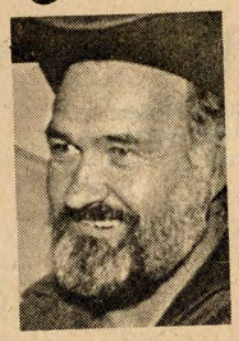
That legislation — House Bill 3215 — would give the buildings to the Astoria city government. It would allow the city to lease the armory to the YMCA and the old city hall to the Clatsop County Historical Society. If the city were ever to sell the property, it would have to pay the state government $225,000. The bill, which was introduced by Rep. Ted Bugas, R-Astoria, was passed unanimously by the House of Representatives June 11. It is now before the Senate Governmental Activities Committee.

"I can't read the committee members' minds, of course, but I would imagine that their most likely response in light of the fact that a sale was held and a bona fide buyer did appear . . . would be for them to amend the bill to allow for another sale," Hanlon said Wednesday.

"I think it would be extremely difficult, or close to impossible, and certainly inadvisable, to suggest to the community that because the sale failed on account of a technicality that we should now go to what is obviously a much less desirable arrangement so far

sale of armory

1/2/81



Darrell Davis



Carol Whitaker

as cash flow is concerned."

YMCA officials said they still want to see HB 3215 passed. But at the same time, they've begun organizing a drive to raise money to bid for the buildings at the August auction, said Carol Whitaker, co-chairman of the Building Committee.

A LAST-MINUTE effort to raise the down payment — a minimum of $45,000 — fell short Tuesday morning when YMCA officials couldn't secure a bank loan. The YMCA will try to raise the down payment through donations, Mrs. Whitaker said Wednesday.

If the organization gets the armory — either through auction or special legislation — it will mount a major fund drive to raise the principal and the estimated $400,000 it will require to remodel the armory for the YMCA's purposes, she said.

The historical society, which would

Armory

7/2/81

Continued from Page 1

like to use the old city hall to establish a "heritage center and research facility," would pay one-quarter to one-third of the sale price, said board Chairman Sam Foster. "We would have to raise that part of course . . . but we want to legally commit ourselves only to (the old city hall)."

Foster said the board of directors "is thoroughly convinced" that the benefits to the community from an expanded YMCA and a new historical museum would outweigh the benefits to the community of having the property put back on the tax rolls.

7/3/81

Port hires marketing, grant specialist

By CHRIS GENNA
Of The Daily Astorian

A community development expert from Portland has been hired by the Port of Astoria to help develop, and find tenants for, port property.

Tom Notos began working at the port Wednesday. Notos previously worked for the state Department of Economic Development's community development division.

Port Executive Director Floyd Shelton, who announced Notos' hiring, said that before he joined the state agency, Notos was president of Notos and Associates, a Portland consulting firm specializing in property development, obtaining government grants, and community relations. Notos also worked for the Portland Development Commission, leaving the urban renewal agency as assistant director.

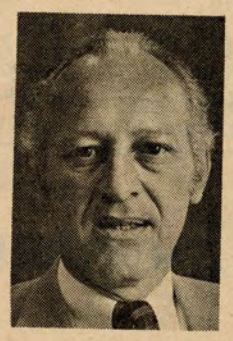
Shelton said Notos' first order of business will be to inventory port-owned properties like those at Clatsop County Airport and determine what improvements can be made to them.

Notos already has inspected some of the port's property, Shelton said, and the new port official has some idea of what it will take to make those properties marketable.

"The port has fill material," Shelton said, "and Tom will figure out how best to change some of the swamps to salable commercial properties."

Another of Notos' jobs will be community relations, a role Shelton said is important.

"The port is a vehicle for community development," Shelton said. "But in addition to trying to provide jobs and revenue, the port has to understand the dynamics of a community in order to find appropriately sized industries, businesses consistent with the character of the community."



Tom Notos

Shelton said community development is different from "hard-core economic development, where we drop some industry on the community and then just walk away."

Notos will revamp the port's leasing policy and seek government grants.

"Grantsmanship requires a special understanding of what's available and how to get it," Shelton said, "and I think we'll see good results."

Notos himself put "grantsmanship" high on his list of qualifications. "Grant money has diminished, but it's still available," he said. "You have to be innovative and creative in applying for it."

Notos indicated another of his fortes, marketing, may not come into use until a little later.

He said it was too early for him to say what types of businesses would "mesh" best with the community.

But after he's developed some ideas, Shelton said, Notos will "contact as many prospective clients as possible, both regionally and nationally."

"Tom's particular experience in industrial and commercial development will fill an important need at the port," Shelton concluded.

Notos' salary is $34,000 a year.

7/3/81

Port employee commended

Port of Astoria Executive Director Floyd Shelton and port commissioners have commended an employee who saved the port $10,500 in the 1979-80 fiscal year.

Evelyn Bredleau recently was presented a memorandum from Shelton "commending her initiative" in changing the port's employee accident insurance plan.

Mrs. Bredleau found that the port, due to its historically low number of claims, qualified for a special premium schedule under the State Accident Insurance Fund (SAIF).

That discovery led to the $10,500 premium saving for the fiscal year before the one which just ended. In addition, it will result in a 50 percent saving in future years — no small matter, Shelton indicated, when the port's present premium is $50,000 per year.

In other business this week, two new port commissioners were sworn in and new officers for the five-member commission were elected.

Roy Niemi and Nick Zafiratos, elected to the port commission March 31, took seats vacated by Warrenton boat broker Chuck Thompson, whom Niemi defeated in a six-way election race, and Astoria insurance agent David Corkill, who didn't seek re-election.

Niemi is an Astoria longshoreman and commercial salmon gillnet fisherman. Zafiratos is an Astoria lawyer.

Fred Shaylor, who was elected to the commission in 1979, was named commission chairman.

Howard Johnson was named secretary. Zafiratos and Niemi will serve as vice chairman and treasurer, respectively, for the coming year. Henry Desler, commission chairman last year, was elected assistant treasurer.

Commissioners are paid $20 per meeting, plus expenses incurred on port business.

7/13/81

THE ASTORIA AREA CHAMBER OF COMMERCE said 5,139 people asked for information from the state travel information center at the chamber offices in June.

That's an increase of 19 percent over June 1980, when 4,317 people visited the Astoria office. During the 17 days the information booth at the Astoria Column was open in June, 1,905 people asked for information. Most visitors were from Canada, the Northwest and California, said chamber Manager Jim Durham.

Tender purchased

7/15/81

Port's dredging request speeded up

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners got an earful about various dredging projects Tuesday, and most of the news was good.

Port Executive Director Floyd Shelton said the U.S. Army Corps of Engineers is circulating notices of a revised port request to dredge its slips, and that permit process is getting rush treatment.

The corps public notice allows just two weeks for public comment on a revised dredge spoil disposal method, rather than the month allowed for comment on the earlier application.

But, Shelton added, the corps may give verbal authorization for the port to proceed before that date, if natural resource agencies' comments are made before the deadline.

PORT OFFICIALS AGREED with the National Marine Fisheries Service (NMFS) earlier this month on a plan to dispose of dredge spoil in the head of the port's slips, behind a silt curtain, rather than pump spoil into the Columbia River flow lane.

NMFS approval of that plan, Shelton said, cleared the way for the port's pipeline dredge Patriot to begin work in a few weeks.

Shelton told commissioners pipe already has been laid across Pier 2 to carry spoil from the slip between Piers 1 and 2 to the head of the slip between Piers 2 and 3. The port may re-pump that sediment to the flow lane after Nov. 1, when the NMFS has said it will have no objections, Shelton said.

But port officials also have indicated they may consider a plan to fill the westernmost slip. If the port did that, the spoil could remain in place; though other, more solid fill material would have to be added during the filling.

Shelton commended Harry Utti, whose last day in charge of engineering services at the port is today.

Shelton said Utti had discovered the dredge was available, and supervised the port's acquisition of it.

Utti designed modifications to the Patriot's ladder which allow it to dredge to 52 feet below the water surface, and supervised contractors' repairing and alteration of the former Corps of Engineers dredge.

"I WANT TO commend and compliment Harry (Utti) for his contribution to the port," Shelton said. "I'm well aware of what he inherited in that office, and the port has much better equipment and better records than it had before Harry came."

Shelton told commissioners that the last knotty problem connected with use of the Patriot — moving it — has been solved.

The director said the port staff had arranged to buy the dredge tender Santiam through the same surplus property process the port used to purchase the dredge.

Shelton said the tug cost the port $1,500. The twin-engined tug is in Portland, Shelton is arranging to have it moved to Astoria.

Acquisition of the Santiam means the port's dredging can be accomplished at "virtually no cost to the port," other than the wages of equipment operators.

LITTLE PROGRESS WAS made on another dredging matter. Elmer Salmi, representing the Warrenton Chamber of Commerce, presented petitions he said had been signed by 571 Warrenton residents or Skipanon River users.

The petitions are identical — except they have twice as many signatures — to petitions Clatsop County Extension Service marine agent Jim Bergeron presented at the last port commission meeting.

The petitions ask port commissioners to prod the corps to do three things: dredge the lower Skipanon to 18 feet deep rather than the 15-foot project for which the corps presently is seeking bids; dredge the upper Skipanon River, from the East Harbor Drive bridge to the Eighth Street dam, to six feet deep; and dredge an oxbow bend east of the upper Skipanon, also to six feet.

Salmi said the corps plans to dredge the lower Skipanon only from River Mile 1 to River Mile 2, which he said won't remove shoals in the lowest reaches of the waterway. Those shoals have damaged several large fishing boats, he said.

Commissioners accepted the petitions, but stopped short of asking the corps to change its plan for the lower-river dredging.

At Commissioner Henry Desler's suggestion, port commissioners agreed to set up a meeting between corps representatives and officials of the port, Warrenton city government, and the Warrenton Chamber of Commerce.

Desler said local officials could ask the corps about the agency's dredging plans, and corps representatives might explain how to get further dredging work accomplished.

No date was set for that meeting.

Port clears the decks to welcome sailboats

7-17-81

By CHRIS GENNA
Of The Daily Astorian

Floyd Shelton wants to turn an annual visit of Portland sailboats into a week-long gala intended to show the visiting yachtsmen that the Astoria area's glad to have them.

The Port of Astoria executive director told port commissioners this week he has organized a series of activities for members of the Oregon Corinthian Sailing Association (OCSA) who'll be in Astoria Monday through Friday for the Six-Pac yacht races.

Shelton said it's logical that the port, charged with promoting Clatsop County, take the lead in welcoming the racers.

The fact that Shelton himself is a racing yachtsman may have something to do with it, he acknowledged with a smile.

BUT HE'S ENLISTED the help of local organizations like the Astoria Yacht Club, Astoria Area Chamber of Commerce, Astoria Regatta Association and the Columbia River Maritime Museum.

Shelton told port commissioners 110 yachtsmen are registered for the races next week, and the event is expected to draw more than 500 people to Astoria to view or support the racing.

"This is a natural for Astoria," Shelton said, "because we have lots of two things sailors need — steady wind and open water."

Shelton's plans call for social hours, a barbecue, a film showing, bus tours and a new trophy for the racers.

The Astoria Yacht Club, he said, has sponsored an "Astoria Cup" trophy, to be awarded to the winners of the third Six-Pac race.

The port will provide a "race headquarters" at the marina office at the West End Mooring Basin, which will open at 10 a.m. Monday.

Later that day, the port will host a kick-off reception to allow invited local racers to meet the visitors.

The Astoria Regatta Association will lay on a chicken barbecue for the racers, with Scandinavian music provided by local musicians.

THE RACE NOW designated as the "Astoria Cup Race" will be Tuesday. The yachts will come off the starting line, just west of the Astoria Bridge, at 11 a.m.

Later Tuesday, the Columbia River Maritime Museum will show a film for the Portlanders titled "American Challenge," which portrays a 1980 trans-Atlantic solo sailboat race. The film will be shown to the public Wednesday, at 7:30 p.m. in the Astoria High School auditorium.

Wednesday, OCSA and Portland Yacht Club members will reciprocate for the local hospitality by inviting Astoria-area sailors and officials to a social hour at the dock.

The Astoria Cup will be awarded in a ceremony at 6 p.m. Separate presentations will be made by Astoria Mayor Bob Chopping, Astoria Yacht Club Rear Commodore James Purcell and Port Commission Chairman Fred Shaylor.

Thursday is a non-race day; Shelton said the port will spring for bus transportation to take visiting racers to downtown Astoria, or on a south county route with stops at Fort Clatsop National Memorial and Cannon Beach.

Chris Rose, Shelton's administrative assistant, said the port is encouraging local photographers, professional or amateur, to take pictures throughout the racing. She said the Pacific Room of the Astoria Thunderbird Motor Inn will be available Thursday for photographers to exhibit — and perhaps sell — their photos to the racers.

Shelton said officials of the port and OCSA will work with newsmen throughout the week to provide race coverage. Portland television stations have expressed interest in covering parts of the racing, he said.

BUT EVEN SHELTON admits that much of the race can be appreciated only by the racers.

See Sailboats, Page 4

Yachtsmen will race downriver during weekend

7-17-81

Oregon Corinthian Sailing Association Six-Pac races start Saturday, but racing will be visible from Astoria only during weekdays.

This is the 1981 Six-Pac schedule:

Saturday — Boats race 21 nautical miles, leaving Portland at 10 a.m. and finishing at Martin's Slough.

Sunday — Boats leave Martin's Slough at 9 a.m. and race to Cold Creek Slough, spending the night in nearby Cathlamet, Wash.

Monday — Boats motor from Cathlamet to Astoria.

Tuesday — This is the Astoria Cup Race. Boats start at Buoy 33, off the Port of Astoria piers, at 11 a.m. They race downriver to Buoy 27, off Tansy Point, and continue down to Buoy 19, off Clatsop Spit. They turn there and race up to Buoy 43, off Tongue Point, returning to Buoy 33. That's 21 nautical miles, and there's a six-hour time limit, though leaders make it in four.

Wednesday — Boats start from Buoy 33 again, but this course is abbreviated to 16 miles. The boats race downriver only as far as Buoy 25, off the Hammond Mooring Basin, and turn upriver toward Tongue Point, finishing at Buoy 33.

Friday — Boats start at Buoy 33 at 11 a.m., race downriver to Buoy 31, about the middle of the mouth of Youngs Bay, race up the bay to a special orange marker, then race up to Cathlamet Channel, upstream of Tongue Point.

Saturday — Boats leave at noon and race upriver.

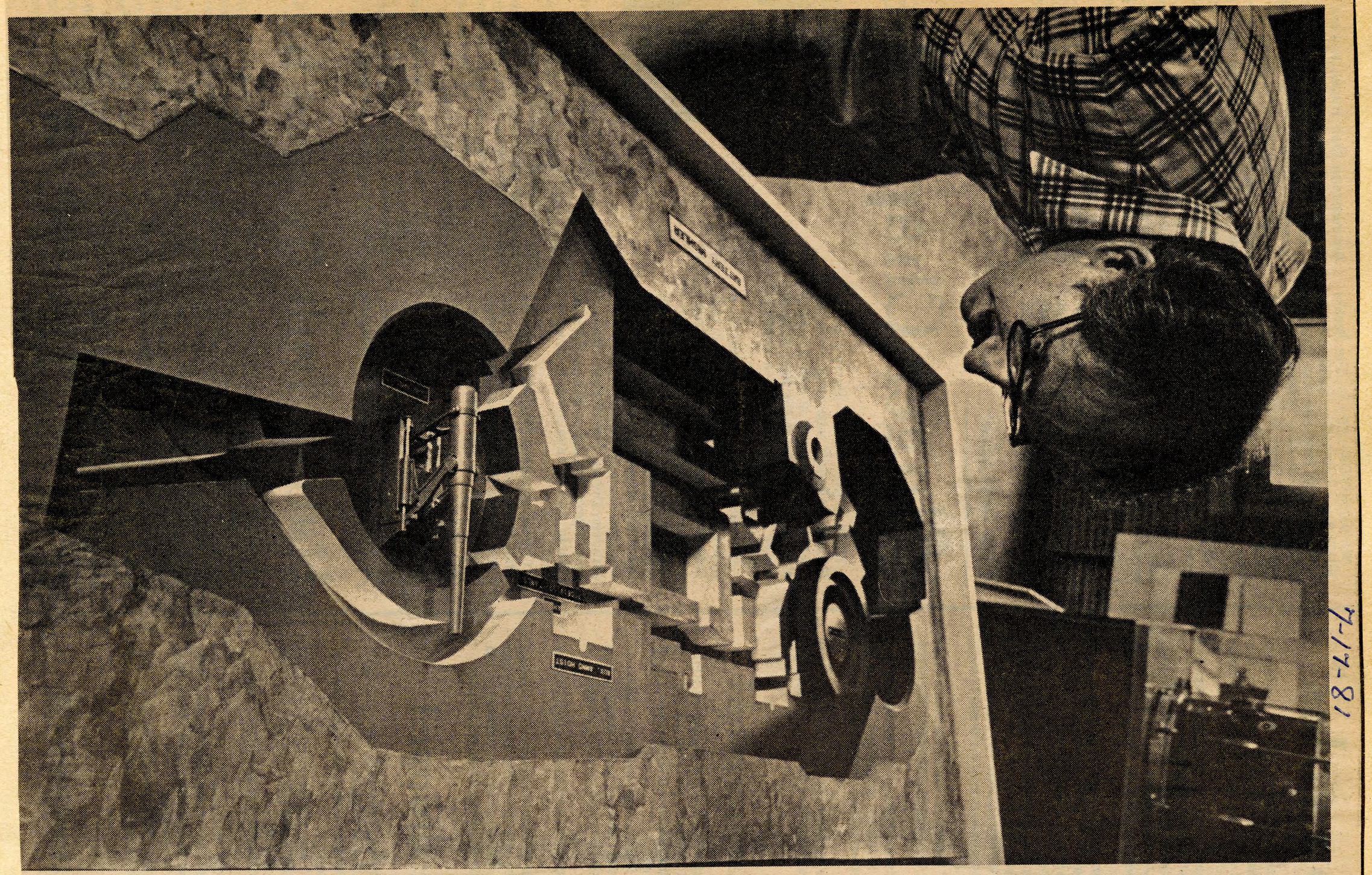
Sailboats—

Continued from Page 1

"Spectators from the shore see these graceful craft gliding down the course, and they think, 'How serene,' or 'How colorful,' " Shelton said, "But if you get into it, the first thing you realize is that this is tremendously exciting."

Shelton said sailboat races are best appreciated by landlubbers mainly at the start, at key turns, and sometimes at the finish.

But, he added, none of that should prevent Astorians from appreciating the fact that the area offers "perhaps the best sailing in Oregon."



The Daily Astorian—BILL WAGNER

Battery model displayed

Battery Lyman Mishler in the Fort Stevens State Park historical area is closed to the public, but Peter Cook, Portland, is enjoying the next best thing to a tour.

Cook is perusing a new scale model of Mishler, one of only two such underground batteries in the United States. The model, created by David Hansen, chief of the state of Washington Office of Archaeology and Historic Preservation, took 420 hours to build. Hansen donated his time after learning through a Friends of Old Fort Stevens newsletter that historical area officials wanted a model of the battery.

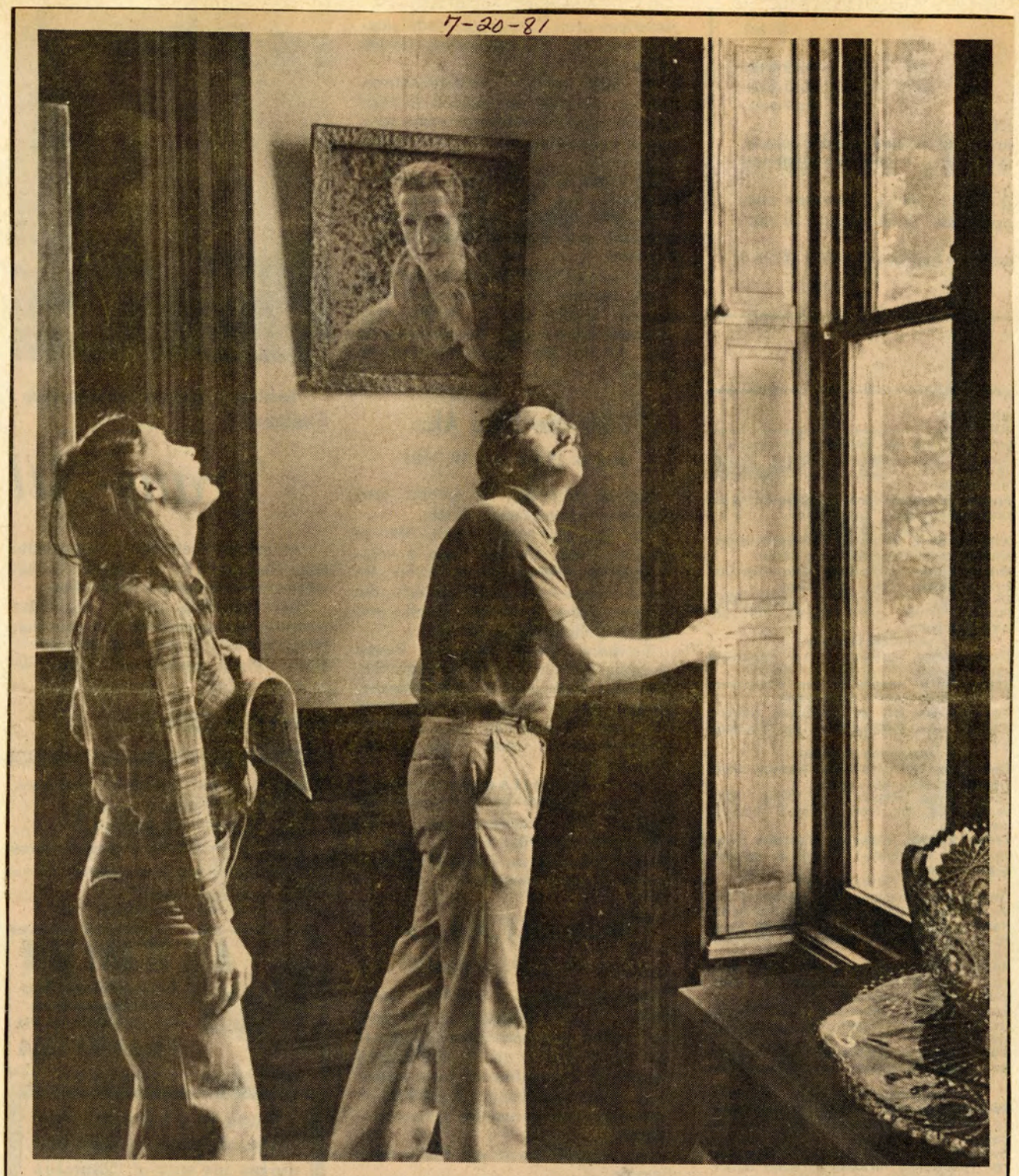
Constructed of illustration board, the model is built on a scale of 1:48, or one-quarter inch to one foot. Hansen developed the model by viewing the battery from inside and from diagrams. Former historical area staff member Gale Visavatanaphongse picked it up in Olympia, Wash., where Hansen works. It will be displayed at the historical area's interpretive center permanently.

The gun at bottom swivels, just as the original did.

The Fort Stevens interpretive center, located in the former war games building in the northern portion of the fort, is open from 10 a.m. to 6 p.m. Fridays through Tuesdays.

7-17-84

7-20-81



The Daily Astorian—BILL WAGNER

Checking out the woodwork

Karen and Brian Ebersole's love of old woodwork and their interest in John Trullinger's paintings drew them to Astoria's Flavel house. The Tacoma, Wash., couple are just two of an increasing number of visitors paying the new $1 admission fee to wander through the Victorian treasures in the Clatsop County Historical Museum, 441 Eighth St.

Accurate attendance records weren't kept before this year, but longtime historical society members have noted an increase, said Gloria Richards, museum director.

The museum's rearranged displays are one reason more local people are visiting the museum, she believes. And expanded tourism promotions by North Coast communities are increasing the number of out-of-town visitors, she says.

During the first half of May, 30 to 50 people visited the museum a day. Since June, the average has jumped to more than 100 daily.

7/22/81

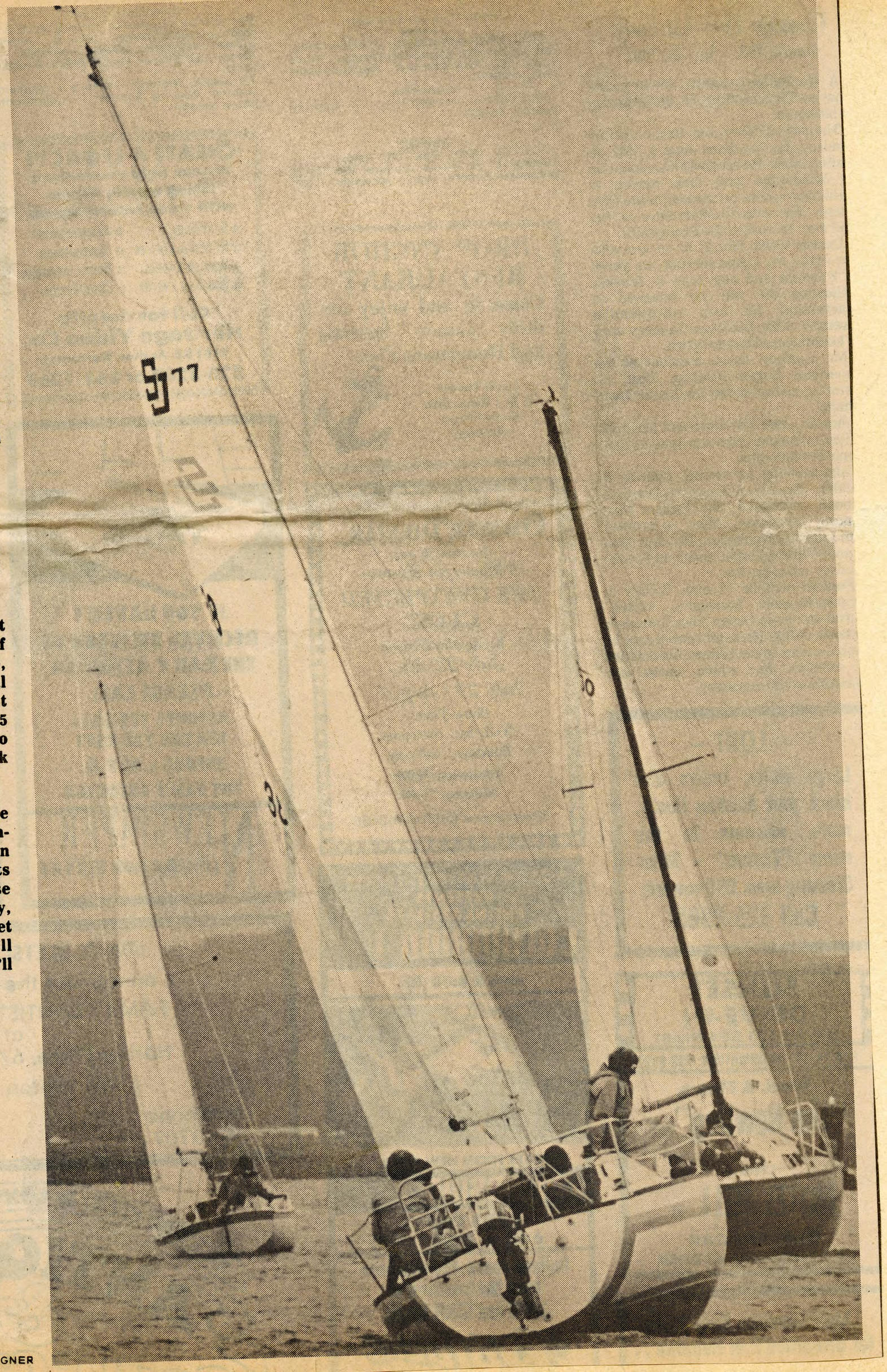
Gracefully racing by Astoria

Light winds caused officials to shorten the Astoria Cup Race course Tuesday, but that didn't dampen the enthusiasm or dull the competitiveness of the crewmen on the 108 boats in the race.

Crewmen of the Amitie, a Class G Vancouver, Wash., boat, above, checked the set of their sails on the first leg of the race, while three boats, right, tacked toward Hammond.

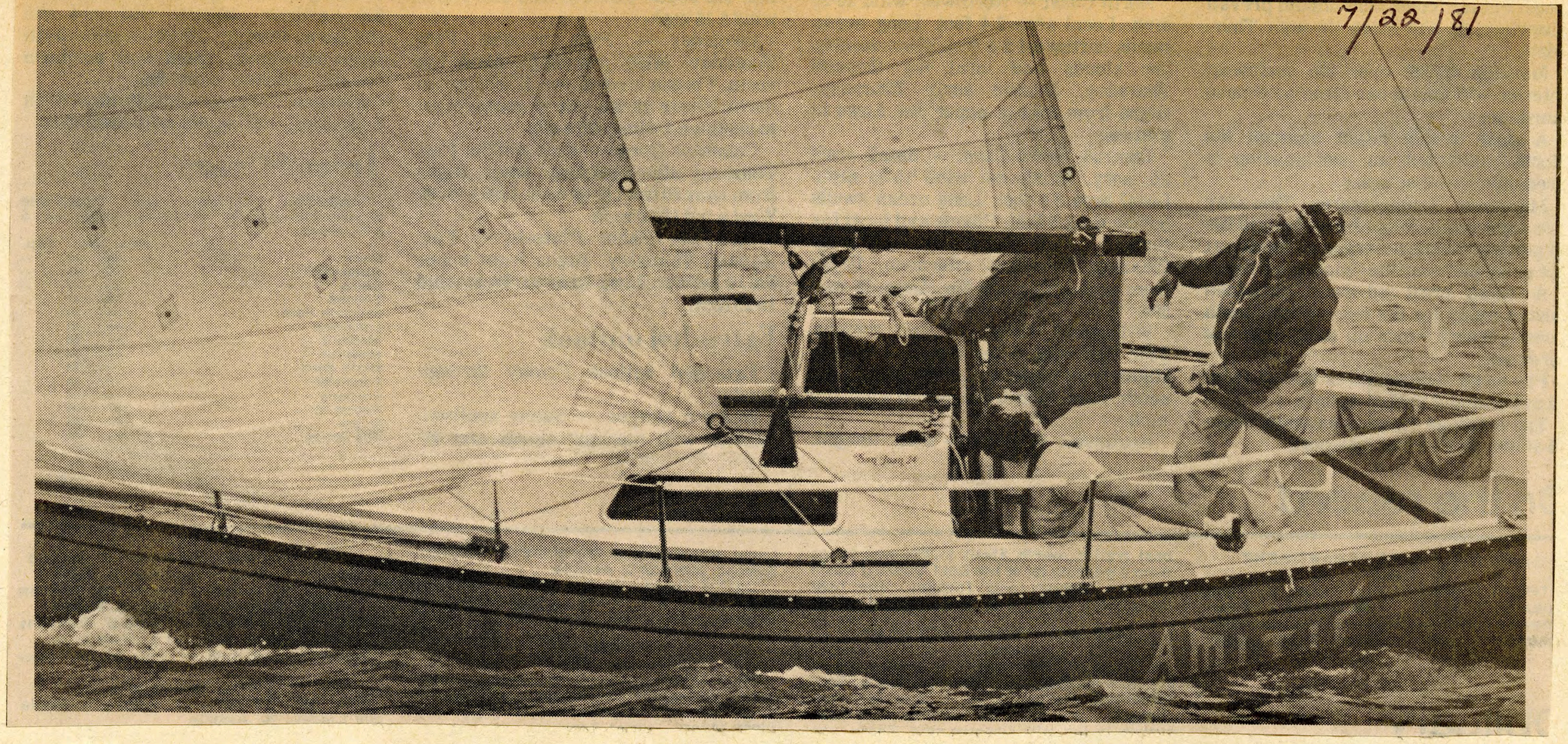
Aggression, a Class A boat owned by Jim Christensen of Portland, finished first in the race, which was shortened to 16 nautical miles from 21. The course began at Buoy 33, ran downriver to Buoy 25 off Hammond, back upriver to Buoy 43 off Tongue Point and back to the finish at Buoy 33.

The Astoria Cup was part of the week-long Six-Pac Race, sponsored by the Oregon Corinthian Sailing Association. The boats raced the same 16-mile course today. Racers will rest Thursday, then race upriver to Cathlamet Channel Friday where they'll spend the night. Saturday they'll race back to Portland.



The Daily Astorian—BILL WAGNER

7/22/81



7-22-81

Promotion campaign to sell Astoria history

By JAMES HOLMAN
Of The Daily Astorian

Don't be surprised if you soon begin seeing Astoria featured on regional television news magazine shows and in the travel sections of national and regional magazines.

A Portland advertising firm has been hired to promote Astoria as a tourist destination and a big part of the agency's efforts will be a public relations campaign aimed at the media.

Chuck Farmer, chairman of the Committee to Promote Astoria, said Brown, Dugan & Associates was chosen to direct the advertising campaign after interviews with four ad agencies. The committee is a subcommittee of the Astoria Area Chamber of Commerce.

Astoria city councilmen in May approved increasing the city's motel and hotel room tax from 5 percent to 6 percent of the room rate and agreed to allocate one-third of the total tax revenue to the committee. City officials estimate the tax will generate about $30,000 for the committee this fiscal

See Promotion, Page 2

Promotion

7-22-81

Continued from Page 1

year. The committee may use the money only for promotion of Astoria.

Claudia McKinnon Brown, co-owner of Brown, Dugan & Associates, said the firm's first step would be preparation of a brochure to be distributed to travel agents, travel editors and others in the travel industry. Ms. Brown said she was seeking photographs of Astoria landmarks and major events for the brochure. She will visit Astoria soon to look at photos offered by amateur or professional photographers and to pick the best for use in the brochure, she said.

"We want to position Astoria as a historical place to visit — a must-see stop on the Oregon Coast. We hope they'll stay (in Astoria) too, but whether or not they do we want Astoria to be seen as the one thing to see."

The event photos also will be sent to magazines and newspapers that feature travel-related articles. For example, photos of the Six-Pac sailboat race off Astoria might be sent to Sailing magazine, which might run it before next year's race to tell readers about upcoming events, Ms. Brown said.

The $30,000 will pay for the brochure and "will probably buy an entire year's worth of talking and corresponding with public relations people," she said. That would include visits to national media travel editors in New York City by a member of Brown, Dugan. An agency representative also will call on the regional television feature programs, such as "Faces and Places" and "P.M. Northwest," and regional travel editors and travel agents.

Television and radio advertising was considered, but was ruled out because of the expense, she said. "The initial idea was 'Let's have an ad campaign in the winter.' I could spend that money as fast as anybody. You could walk through $4,000-$5,000 a week and only pay for the top two (television) stations in Portland."

Also, promoting Astoria as an off-season tourist destination would require "packaging" — giving the visitor some kind of incentive, like lower room rates. Rather than take that approach, Brown, Dugan will promote Astoria year-round, at least initially, in the hope of building Astoria's reputation as a year-round destination.

The firm is a full-service agency, with an art department, full-time public relations personnel and a staff of 24, Ms. Brown said. The agency has been in business five years. Among its clients are Norm Thompson, The J.K. Gill Co., Wedgwood Homes Inc., Pacific Trailways, Danner boots, McCall oil, KXL Radio and Oregon magazine. It also promotes entertainment in Portland, including Ringling Bros. and the Ice Follies, Ms. Brown said. The agency has no other cities as clients and as a policy wouldn't represent any others on the coast now that it represents Astoria, she said.

In addition to Farmer, the Committee to Promote Astoria includes Vice Chairwoman Bobbie McCallister and members Richard Garner, Dorothy Comstock, Floyd Snyder, Bill Pitman, D.R. Adriesian, Chuck Savage, Jean Anderson, Jeff Ter Har and chamber Executive Director Jim Durham, who is an ex officio member.

11-24-81

CAB may cut Cascade's subsidy

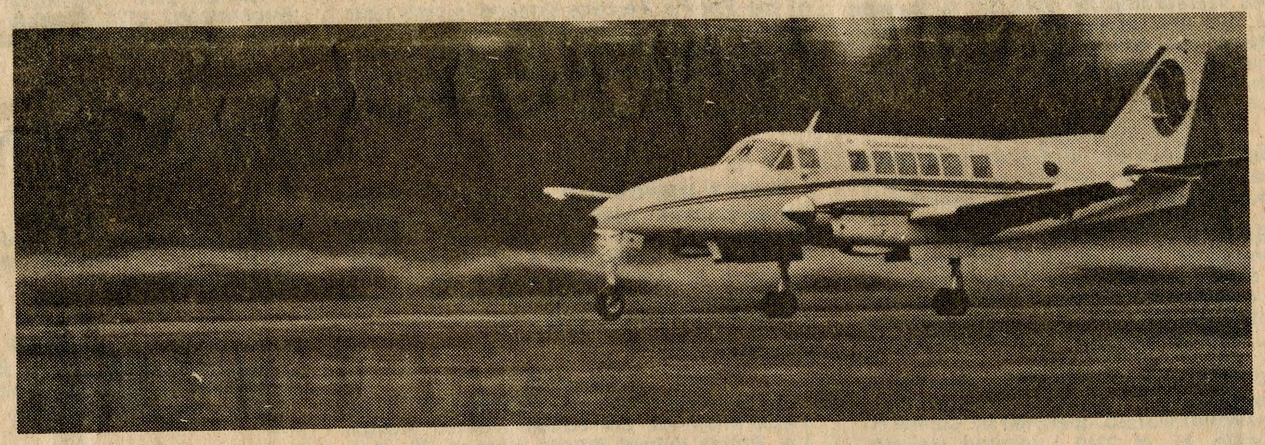
By JAMES HOLMAN
Of The Daily Astorian

Use it or lose it.

That's the gist of a recent Civil Aeronautics Board order, which warns that business on Cascade Airways' Astoria flights must improve significantly or the airline's federal subsidy may be discontinued.

The CAB order sets a $162,020 subsidy for the Spokane-based airline's second year of operation on the North Coast, an increase of $40,706 over the first year. The Astoria-Portland commuter line began operating at the Clatsop County Airport July 20, 1980.

But the CAB noted in the order that the airline is averaging fewer than three passengers a day. Cascade makes two flights each weekday from Astoria, leaving at 11:20 a.m. and 9:15 p.m. It offers no Saturday flights and only the evening flight on Sunday.



One of Cascade's two daily flights lands at Clatsop airport Thursday.

"THE INABILITY OF Cascade's high-quality service to generate even minimally significant traffic levels raises questions whether Astoria-Seaside traffic-generating potential is sufficient to warrant an essential air service guarantee and the resultant expenditure of federal funds," the order said.

The CAB subsidizes "essential air service" in communities that lost service as a result of the Airline Deregulation Act of 1978.

"At current traffic levels, Astoria's subsidy per passenger is $109.99. This compares to a local (one-way to Portland) fare of $42," the order noted.

Because the CAB originally contracted with Cascade for two years of service, the agency said it would guarantee essential air service for the North Coast through July 20, 1982. But if traffic doesn't increase substantially by then, the CAB "will have to consider withdrawal of Astoria-Seaside's essential air service guarantee," the order said.

Cascade's director of sales, Jerry Jenkins, said Thursday the CAB was justified in making the warning. "We can't operate (out of Clatsop County) unless the traffic levels come up or our subsidy remains," Jenkins told The Daily Astorian in a telephone interview.

Traffic on Cascade's flights has been about the same since service began, he said. "We're only boarding 70 to 75 folks (a month)."

IF THE SUBSIDY were cut off next year, the airline would need about 225 passengers a month to continue the service, Jenkins said. "Without the support and use by the local people, the government won't go along with (the subsidy) and we can't do it."

Cascade provides subsidized air service to Moses Lake, Wash., also, but that line has worked out well for the firm, he said.

Jenkins said attempts to promote the Astoria flights haven't worked. Cascade even tried cutting the round-trip fare in half for six weeks — from May 1 to June 15 — but that had no effect. "We've tried a little of everything over there. We've done newspaper advertising, radio advertising. . .I've gone through there personally handing out handbills to the charter boats. We've tried some stuff with some of the hotels." Still the planes average just three passengers per round trip.

Officials of Astoria's two travel agencies said they book few flights on Cascade. "It's decreased (since last year)," said Patsy Conner of Sundial Travel Service, which books "maybe two a week."

The late morning flight time is the main problem, Mrs. Conner believes. She said she has told the airline it should schedule an earlier flight to Portland.

"IT'D HAVE TO be early in the morning, probably. . .about 6:30." That's so passengers could make connections with flights out of Portland and arrive at their destinations in time to conduct

See Cascade, Page 4

7-24-81

Cascade

Continued from Page 1

business that day. Mrs. Conner noted that "another connection they're missing that I think is a shame. . .is the Reno connection." Flights from Portland to Reno leave at 9:20 a.m., 10:45 a.m. and 4:45 p.m. Flying Cascade would mean a four-hour wait for the afternoon flight, the only connection you could make without an overnight stay.

The airline's half-fare promotion didn't work as well as it might have because of the scheduling problem, she said.

But Chuck Homsley of Columbia Travel Bureau, which books four to five passengers a week on Cascade, said the airline's fares were the chief problem. There are too many restrictions on discount fares, he said.

Homsley agreed that the morning flight is too late and also suggested a 6:30 a.m. departure.

Jenkins said Cascade has looked into a schedule change. "But we're not really sure if that would work either. It would be better for the local people only."

That's because an earlier flight would mean the plane would return to Astoria in the evening and stay overnight; businessmen coming in would have to spend two nights in Astoria to conduct a day's worth of business.

"We're trying to give a trade-off (that) benefits people on the outside coming in as well as (local passengers)," Jenkins said.

"Ideally, what we would like to see is for people to start using us, and then we wouldn't have to worry about the government and we could possibly add some new service. We want to be part of the community.

"We just need the community's support."

7/23/81

Ad agency's plans only 'proposals'

A campaign envisioned by a Portland advertising agency hired to promote Astoria as a tourist destination is tentative and hasn't been approved by the committee charged with administering the campaign, the committee's chairman said Wednesday.

Chuck Farmer, chairman of the Committee to Promote Astoria, said details of the campaign explained to a reporter Tuesday by the co-owner of the ad agency are simply the agency's proposals. "I'm sure that many of them will be accepted, but at this point the committee has heard none of them," Farmer said.

The committee is a subcommittee of the Astoria Area Chamber of Commerce. Astoria city councilmen in May approved increasing the city's motel and hotel room tax from 5 percent to 6 percent of the room rate and agreed to allocate one-third of the total tax to the chamber. The committee was formed to oversee spending the money, which may be used only for promotion of Astoria.

Brown, Dugan & Associates was hired to create and direct the promotion campaign. Claudia McKinnon Brown, co-owner of the firm, told The Daily Astorian Tuesday the firm's first step would be to prepare a brochure to be distributed to travel editors, travel agents and others in the travel industry. She said the emphasis of the promotion would be on a public relations campaign and that television and radio wouldn't be part of it.

Farmer, however, said the committee hasn't rule out television, radio or any other form of advertising. "The committee will look favorably on a public relations campaign. . .but we definitely have talked about some media (advertising) campaign and even some events."

The committee will meet with the ad agency July 30 to hear its proposals. "We will listen, consider these proposals and submit some ideas and out of those two ideas will come the initial effort or media plan or whatever," Farmer said.



Astoria Regatta

ncesses and other officials of the Astoria Regatta are
't to right) Marcie Overby, skipper of the Anchor
b, a women's service organization; Cindy Danen,
cess from Knappa; Christi Schuler, princess from
ria; Patti Hankel, princess from Astoria; Robin
y, princess from Seaside; Susan Gramson,
ess from Warrenton and Carol Palmberg, court
erone from Warrenton. This picture was taken
ay at a Kiwanis Club luncheon at Geri's Restaurant
side, the 29th public engagement for the Regatta princesses. Each member of organizations the princesses speak to is given a ballot to select the princess of thier choice on the basis of such qualities as speaking ability, subject coverage, eye-contact, thought clarity, poise and appearance. The ballots are given to a certified public accountant and will be tabulated in order to select the Astoria Regatta queen. The princesses have won four awards already. They placed first in the Tillamook Dairy Parade. On the Fourth of July, they took first place for their float in the Hillsboro Happy Days Parade. They placed third at the Miss Oregon Parade. In Cottage Grove, they placed second at the float competition at the Bohemia Days Parade. The regatta is scheduled for Aug. 13 to 16 in Astoria. On Thursday night, a kiddies parade is scheduled at 6 p.m. in downtown Astoria put on by the Astoria Kiwanis. On Friday, the City of Astoria sponsors a big playday at Tapiola Park near Astoria High School. On Friday evening, an elegant waterfront parade will be held on the Columbia at 7 p.m. It begin at the east end Mooring Basin and ends at west end Mooring Basin.

Photographs of Astoria sought

7-27-81

If you have good photographs or slides of Astoria landmarks or special events, a Portland advertising firm would like to see them.

Claudia McKinnon Brown, co-owner of Brown, Dugan & Associates, will be in Astoria Thursday to meet with photographers — amateur or professional. The ad agency has been hired by the Committee to Promote Astoria to direct a campaign to promote the city as a tourist destination. The photographs will be used in a publicity campaign.

For an appointment or for more information, call the Astoria Area Chamber of Commerce, 325-6311. The promotion committee is a subcommittee of the chamber.

History is our dish

7/27/81

When an advertising agency and an advisory committee put together a program for selling Astoria as a tourist attraction their principal ingredient inevitably will be history.

Members of the Lewis and Clark Expedition were here in 1805-06 and the Fort Clatsop Memorial is an approximation of their winter encampment in the area in which it is known to have been located.

Astoria was founded in 1811. It was Fort Astoria and then Fort George and finally and permanently a U.S. possession.

Fort Stevens was built in the Civil War years. Much of the original military emplacement is being restored.

The Columbia River Maritime Museum will be in new quarters soon and it will have a magnificent display of the history of the great river.

Promoters of tourism have learned from one end of the country to the other that things of historical significance have surefire appeal. Young and old travel great distances to see them. They will leave main thoroughfares to get to them.

Here, in the oldest settlement in the West, history abounds and it's saleable. It's got to be the principal ingredient of an advertising campaign designed to get visitors to this community.

LOCAL NEWS IN BRIEF

7/28/81

Commercial to be site of movie scene

Your car could be a star.

A Hollywood film maker needs four or five automobiles for a scene it plans to film in downtown Astoria Thursday morning, Astoria Area Chamber of Commerce Manager Jim Durham said.

The firm, California Mix, is filming a movie called "The Long Run," Durham said. The film apparently is a re-creation of a cross-country journey by a man on roller skates, he said.

California Mix will be shooting scenes of the roller skater skating up Commercial Street, weaving among several cars, Durham said. The filming will be 6 a.m. to 8 a.m.

If your car is interested in becoming an actor, call Durham at 325-6311.

Port hearing on Skipanon set Thursday

7/29/81

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners will meet Thursday to hear citizens' ideas about dredging the Skipanon River channel in Warrenton.

Thursday's public hearing is the result of a recommendation made by Commissioner Henry Desler at the last commission meeting, when Warrenton businessman Elmer Salmi presented petitions signed by about 570 Skipanon waterway users. Those petitions urged the port commission to get the U.S. Army Corps of Engineers to consider an expanded Skipanon dredging program.

The corps has advertised for bids for dredging the lower Skipanon River, from the East Harbor Drive bridge to the mouth, to a depth of 15 feet.

But Jim Bergeron, Clatsop County Extension Service marine agent, told The Daily Astorian Tuesday the corps now may require a contractor to dredge only to 14 feet mean lower low water (the depth available at the lowest tides).

A spokeswoman in the corps' Portland office Waterways Maintenance Branch said today the specified depth is "14 feet plus one foot overdepth." She offered no other details.

But she said Jack Bechly, chief of the Waterways Maintenance Branch, will attend the Astoria hearing, scheduled for 7:30 p.m. in the port commission meeting room.

Bergeron and Salmi have said that depth isn't sufficient, because some local commercial fishing boats draw more water than that.

Gil Gramson, Warrenton city manager, says the question of depth is an old one the city fought — and lost — years ago.

"We wanted 18 feet (depth) too, back in 1975, when the corps was maintaining the channel at 12 feet," Gramson told The Daily Astorian today. "And they asked us to provide justification.

"In 1978, we did a survey, and found a couple of boats needed more than 15 feet. But the corps came back to us and said, okay, we can see the need for 15 feet, but not 18. There were so few vessels drawing more water than that (15 feet), they could pass at high water."

But leaving the question of the lower Skipanon depth aside, the meeting Thursday will air the issue of how far upriver that dredging will go. Salmi's petitions indicate the 570 signers also want the corps to consider dredging two channels in the upper Skipanon.

Those channels, one in the main river from the East Harbor Drive bridge to the Eighth Street flood control dam, and the other in an oxbow bend just south of the bridge. Both would be 40 feet wide and 6 feet deep.

But the corps, in a preliminary examination of the cost of that work last year, said the economic justification for the projects was "weak."

And the Port of Astoria, which is the local sponsor of any work in the upper river, so far has sidestepped any formal action as sponsor — a necessary first step.

Port Executive Director Floyd Shelton said legislation pending in Congress could make the port, as sponsor, liable to pay for any such work.

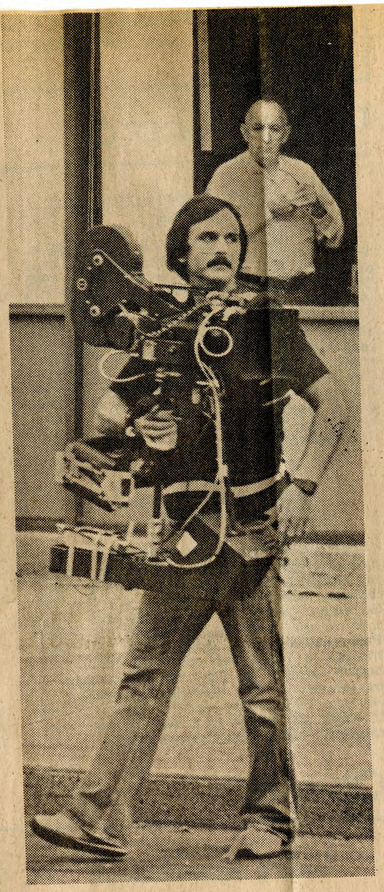
Some port commissioners said they feared trying to get the corps to begin studies of the upper river dredging might delay the lower river dredging.

Christine Rose, Shelton's executive assistant, said those who wish to testify at Thursday's hearing should call the port office, 325-4521, during business hours Thursday.

Speakers will be limited to five minutes of testimony each.



7/30/81 The Daily Astorian—JAMES HOLMAN



Cameraman's point of view

Cameraman Randy Nolan weaved in and out of cars on Astoria's Commercial Street this morning, filming a "point of view" scene for a movie about a cross-country roller skater.

At right, Nolan prepares to shoot as a curious state employee watches.

The cars of seven North Coast residents were used in the short scene, which re-creates the beginning of a trip a Japanese man made from Astoria to New York City in 1978. The film maker, California Mix, will return to the Astoria area in August for more extensive shooting, a spokesman said.

The film, called "The Long Run," will be released in Japan next spring, but may also be released later in the United States. It is directed by Ruiko Yoshida and produced by Kikuo Kawasaki.

FRIDAY, JULY 31, 1981

Bugas port bill dies in Senate

SALEM — A bill that would have given the Port of Astoria and the Port of Portland a joint role in the development of Tongue Point was killed on the Senate floor Thursday.

Senate rejection of House Bill 2527 intensified the growing feud between the North Coast's legislative representatives. State Rep. Ted Bugas, R-Astoria, sponsored the bill. State Sen. Charles Hanlon, D-Mountaindale, led the fight against it.

As originally drafted, Bugas' bill would have made the Port of Astoria part of the Port of Portland, authorized port development of a state-owned industrial site at the former Tongue Point naval base east of Astoria and allowed condemnation of joint usage of the Burlington Northern railroad tracks between Portland and Astoria. Those provisions are intended to help Clatsop County's economy by stimulating development at Tongue Point.

But officials of both ports were cool to HB 2527 and the bill was heavily amended. In its revised form, it would have required a cooperative agreement between the Port of Astoria and the Port of Portland regarding Tongue Point development. Under that agreement the ports would have shared in the marketing of Tongue Point to potential developers. The ports also would have shared in revenues from maritime industrial development there.

In separate interviews today, Bugas and Hanlon differed sharply about the effect of HB 2527's defeat.

Hanlon said the bill was a "giveaway" to the Port of Portland. It would have given "substantial control and a substantial cut of the profits from Tongue Point to the Port of Portland," he said.

Hanlon said Port of Astoria officials didn't want HB 2527 to become law. "I have faith in the ability of the Port (of Astoria) management" to develop Tongue Point, he said.

Bugas, however, said his bill was carefully worded to avoid giving the Port of Portland undue influence. Calling Hanlon's criticisms "insane," Bugas said HB 2527 would have speeded Tongue Point development.

He said Hanlon's opposition to HB 2527 was a "personal thing." Bugas noted Hanlon's port development bill, SB 815, died in committee.

"I'm extremely disgusted with my colleague," Bugas said.

Coast's tourism up 22% in quarter

8/3/81

Visitor counts on the Oregon coast were up 22 percent during the second quarter of this year compared with the same period in 1980, the state Travel Information Section reported.

The agency's quarterly travel barometer survey, based on figures collected from 30 visitor attractions and state information centers throughout Oregon, reported tourism increases in all parts of the state.

Counts indicated a 20 percent increase in Southwestern Oregon, 13 percent in Central Oregon, 13 percent in Eastern Oregon, 10 percent in the Willamette Valley and 2 percent in Portland and the Columbia Gorge.

"The pattern is supported by our state border information center visitor totals," said state Travel Director Shirley Eads. "Visitation at all of our centers is ahead of last year and our three southern border centers reported increases of around 30 percent for June."

June visitor counts at the Astoria travel information center, operated by the Astoria Area Chamber of Commerce, were up 19 percent from last June and 24 percent from June 1978, a record year for tourism, the report said. Visitor counts at the Brookings, Siskiyou and Klamath centers were up 23 percent, 29 percent and 36 percent respectively from 1980.

Average daily traffic counts on the Astoria Bridge were up 6 percent during the first five months of this year, compared with the same period last year.

Some visitor attractions in the travel barometer survey sample had surpassed attendance marks recorded in 1978, when an estimated 14.5 million people visited Oregon. However, most were below 1978 for both the quarter and the first six months.

Counts at Fort Clatsop National Memorial were up 22 percent during the first half of the year, compared with last year. But that was still 22 percent below the 1978 first-half total, the survey reported.

Private attractions had a higher combined increase than did public facilities surveyed, the reverse of past trends. Private attraction counts were up 20 percent the first half of 1981 compared with last year, while public attraction counts were up 7 percent.

The Automobile Club of Oregon reported that requests for trip routes were up nearly 29 percent statewide the first six months of the year.

And the state Parks and Recreation Division said that non-resident use of state park campgrounds monitored weekly has increased 25 percent during the period from May 18 through July 12, compared with that period last year.

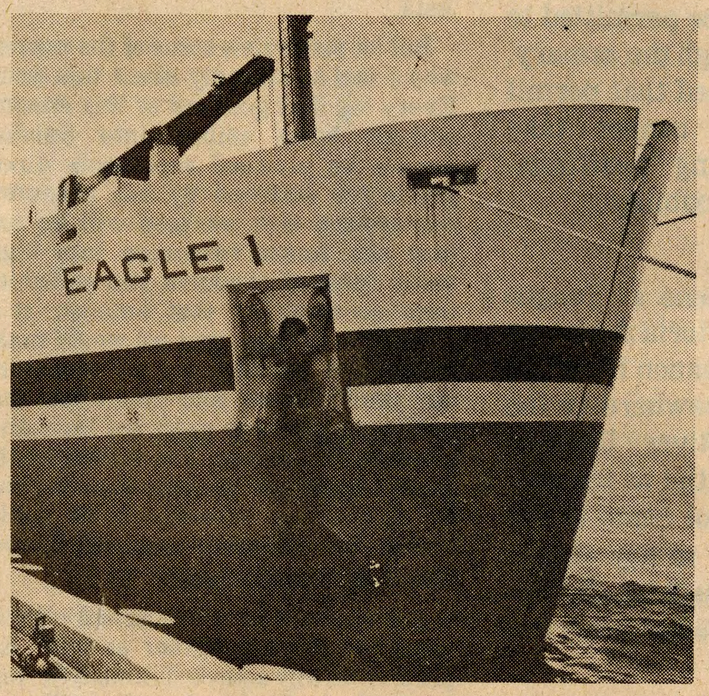


Clatsop County's Peter Iredale wreck drew

8/3/81



Ready for river mouth dredging



The Daily Astorian—CHRIS GENNA

A privately owned hopper dredge, the Eagle 1, called at the Port of Astoria Saturday before beginning dredging at the mouth of the Columbia River under a U.S. Army Corps of Engineers contract.

The $44 million dredge was built at the Avondale Shipyards in Louisiana and was christened just 105 days ago, according to its skipper, Dan Ebbecke. It is owned by Bean Dredging Corp., New Orleans.

The Eagle 1 can fill its 6,000-cubic-yard hopper in just 12 minutes, and dump it in four minutes. It does that by opening up like a big clamshell, left and right hull halves parting at the keel.

Above, Crewman Dave Gelis stands by one of two great hinges on the Eagle 1's deck which allow the dredge's hull halves to swing apart, dumping its load.

In the photo at left, the notch in the Eagle 1's bow shows how the hull halves open.

While the dredge was working in Coos Bay a few weeks ago, civil engineer Eric Anderson said, a fishing vessel mistakenly reported to the U.S. Coast Guard that the Eagle 1 was breaking up.

Ebbecke said the Eagle 1 will be off the Columbia River for 45 to 60 days.

8/3/81

Cruise ships discover Astoria as a port of call

By JAMES HOLMAN
Of The Daily Astorian

Astoria's tourist industry is beginning to cruise. Literally.

— A "mini cruise ship" that offers Columbia River tours will stop in Astoria seven times this fall and more than 20 times in 1982.

— A 925-passenger Alaska cruise ship will stop here on six of its cruises next summer.

— A 350-passenger sternwheeler could be plying the river between Portland and Astoria by October 1982, stopping here on fall and spring trips.

The stopovers will range from six hours to an overnight stay and will include motor coach tours of North Coast historic and tourist attractions.

Exploration Holidays and Cruises, a Seattle-based firm, has scheduled more than 20 trips next year that include Astoria, said Peter Reynolds, vice president and general manager.

THE COMPANY OPERATES Glacier Bay Lodge and a tour boat in Alaska. Last fall it began offering a trip on the Columbia River as an experiment. The two tours included three-hour stops in Astoria and were such a "resounding success" the company decided to build a 143-foot mini cruise ship and expand the Columbia River trips, Reynolds said.

Exploration Holidays' ship stopped in Astoria three times this spring and will stop here seven times this fall. Cruises begin in Portland and head downriver to Astoria. Stopovers this spring were only three hours, but this fall and next year will be about six hours.

"We decided after the spring program that was really insufficient time to give people the opportunity to enjoy Astoria and so it's been expanded and we'll be in there now from about 8:30 a.m. till about 2 p.m.," Reynolds said.

The shore tour will be expanded to include a trip to Seaside and visits to the Columbia River Maritime Museum and the Clatsop County Historical Museum, in addition to Fort Clatsop and the Astoria Column.

The focus of the tour in this area is the Lewis and Clark expedition and the rich history of the North Coast, Reynolds said.

From Astoria the ship heads upriver overnight to Bonneville Dam. Passengers sleep on board in 40 state rooms and the ship has a dining room and lounge, Reynolds said. After a visit to the dam, the cruise continues to Lewiston, Idaho, and then returns to Portland.

Motor coaches accompany the ship and are used for the shore trips. The tours are marketed nationally and internationally, Reynolds said, and have begun to attract passengers from California and the Southwest. In addition to the shore tour, the ship will be refueled at the Port of Astoria, he noted.

Sitmar Cruises of Los Angeles will begin stopping at the port next year as part of a cruise from San Francisco to Sitka, Alaska, and back, spokeswoman Carol Boulden said. Astoria will be the 25,000-ton Fairsea's last stop on the ship's return leg to San Francisco. Those six tours will be in June, July and August, Ms. Boulden said.

THE SHIP WILL be in Astoria about eight hours. Passengers will be offered a tour of Mount St. Helens by motor coach or a tour of the Astoria area, she said.

The Columbia Sightseer, which offers tours of the Columbia Gorge from Cascade Locks three times a day May 23 through Sept. 3, also has expanded its trips to Astoria, Manager Gary Cassidy said.

The 75-passenger boat will make six trips from Portland to Astoria in October, the third fall the Port of Cascade Locks-owned boat has offered trips that include Astoria. Several trips also are scheduled for next spring, Cassidy said.

Passengers on the Columbia Sightseer spend the night at the Astoria Thunderbird Motor Inn. The next day they travel by motor coach to Fort Clatsop, cross the Astoria Bridge and go upriver to Cathlamet, Wash., where they have lunch and visit the Cathlamet Museum. The trip continues to the Mount St. Helens Interpretive Center in Ridgefield, Wash., and ends back in Portland. A second group of 75 passengers takes the motor coach from Portland to Astoria the first day and returns to Portland on the Columbia Sightseer the second day.

Those tours could expand dramatically within a year: The Port of Cascade Locks has called for bids on construction of a 350-passenger sternwheeler, Cassidy said. If bids come in under the budgeted $2 million to $2.5 million, the vessel could be operating by next October, he said.

Cassidy noted that the Columbia Sightseer offers a significant benefit to communities along its route: It has no state rooms or dining rooms; passengers must eat and spend the night at shore facilities.

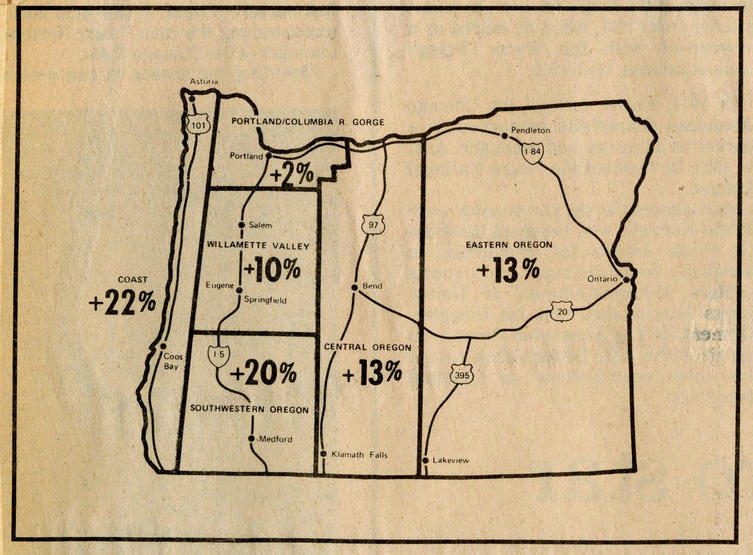
THAT'S ALSO TRUE of the proposed sternwheeler, which is "strictly designed to be a boat that helps communities along the way," he said. "One of the problems with some of the new boats that are coming down on the Columbia is that the people eat on the boat and they stay overnight on the boat. That doesn't help your communities along the way at all. It doesn't leave dollars in the communities and that's what we like to do."

Nonetheless, Cassidy agrees that the new tours will at least provide exposure to Astoria's tourist attractions. They also should mesh well with an Astoria Area Chamber of Commerce subcommittee's efforts to promote Astoria as a tourist destination, using money set aside from the city government motel room tax.

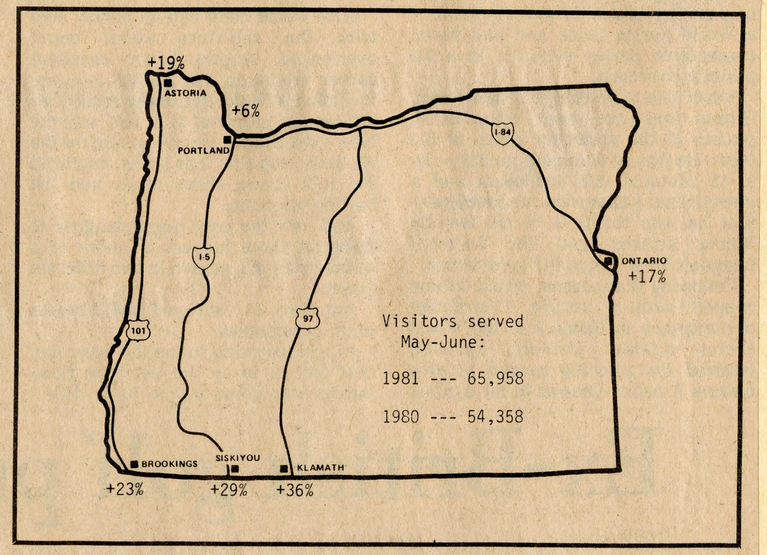
Chamber manager Jim Durham said the chamber also is working with Exploration Holidays, helping line up tour guides and narrators for the motor coach trips.

And Durham noted that a Denver group has begun returning to Astoria for weekend charter fishing trips. A Lockheed 188 chartered jet owned by Ports of Call Travel Club landed Friday at Clatsop County Airport with about 90 people on board, the second trip the travel club has made to Astoria this year, Durham said.

The club used to fly 14 or 15 groups to Astoria each year for charter fishing trips, but in 1979 was wooed away by Newport, Durham said. The two trips this year and three planned for 1982 are the result of efforts to bring the group's business back to the North Coast, he said.



Oregon's coast led the state in the increase in tourists during the second quarter.



Astoria's border information center showed an increase of 19 percent during June over the same month in 1980.

8-4-81

Retail Merchants Meeting — Three RCA Tongue Point Job Corps Center officials will be guest speakers at an Astoria Retail Merchants Committee meeting 7:30 a.m. Wednesday at the Fiesta Restaurant. The three — Geri Johnson, clothing manager and acting center director, Judy Sorensen, buyer, and Marvin Van Buren, finance manager — will tell the merchants how to handle purchasing for the center.

Log substitution ban dies

8/4/81

By CHRIS GENNA
Of The Daily Astorian

A last-minute legislative shuffle killed attempts to ban log-export substitution in Oregon — at least until the next session of the Legislature.

State Rep. Ted Bugas, R-Astoria, said desperate maneuvering Saturday by State Rep. Caroline Magruder, D-Clatskanie, and himself resulted in the substitution measure's defeat by one vote.

Bugas said House Bill 2992, which would have banned log-export substitution — the practice in which wood products companies export logs from their own lands and then buy state forest timber to supply their domestic mills — was stalled in the House.

But Senate supporters of the substitution ban added HB 2992's provisions to HB 2902, a bill which already had passed the House. That bill originally would have closed some loopholes in state laws prohibiting the export of state forest logs.

When that bill, the amended HB2902, passed the Senate, the amendments required a conference committee of Senate and House members. Reps. Bugas and Magruder were appointed to the committee.

The subtitution ban was opposed by Astoria longshoremen and port officials who feared a massive loss of jobs. Log exports are the bulk of the Port of Astoria's business.

"We held it up (in conference committee) for 33 days, but the Legislature stayed in session longer," Bugas told The Daily Astorian, "and eventually the speaker (Hardy Myers, D-Portland) took us off the committee. Two supporters (of the substitution ban) were put on it, and they passed it out with a 'sunrise' provision — it would end substitution July 1, 1983."

Bugas mounted a counterattack, focusing on a Senate measure, SB 549, which was the upper-chamber equivalent of the original HB 2902 — it would have closed loopholes in the existing state log export ban.

That measure was amended to include an interim study of the substitution issue, but without the sunrise prohibition, Bugas said.

When that was brought to the House floor in the closing hours of the session, it resulted in what Bugas called a "bloody" floor fight.

Bugas said House members' consideration of the two measures virtually simultaneously was a key in HB 2902's defeat, because legislators opted for a study of the issue rather than a substitution ban to take effect in two years.

"It's dead, dead, dead," Bugas exulted Monday.

AuCoin plans town meeting

8-4-81

U.S. Rep. Les AuCoin, D-Ore., will hold a town hall meeting in Astoria next week.

AuCoin, serving his fourth term representing Oregon's 1st Congressional District, will meet the public at a town hall meeting 7:30-9 p.m. Wednesday, Aug. 12, at Clatsop Community College's Patriot Hall, Room 322.

The next day, AuCoin will attend the dedication of The Owens-Adair housing project in the former St. Mary's Hospital in Astoria. The dedication is scheduled for 10:45 a.m.

At noon Thursday, AuCoin will eat with businessmen at a no-host luncheon at the Thunderbird Seafare restaurant in Astoria.

AuCoin then will take a boat tour of the Columbia River mouth with Port of Astoria offficials who will discuss the need for dredging.

The congressman will have coffee with friends in Cannon Beach Thursday evening, then head for Tillamook.

Packwood sets speeches

8-1-81

The Seaside and Astoria chambers of commerce will host Sen. Bob Packwood, R-Ore., on successive days this month.

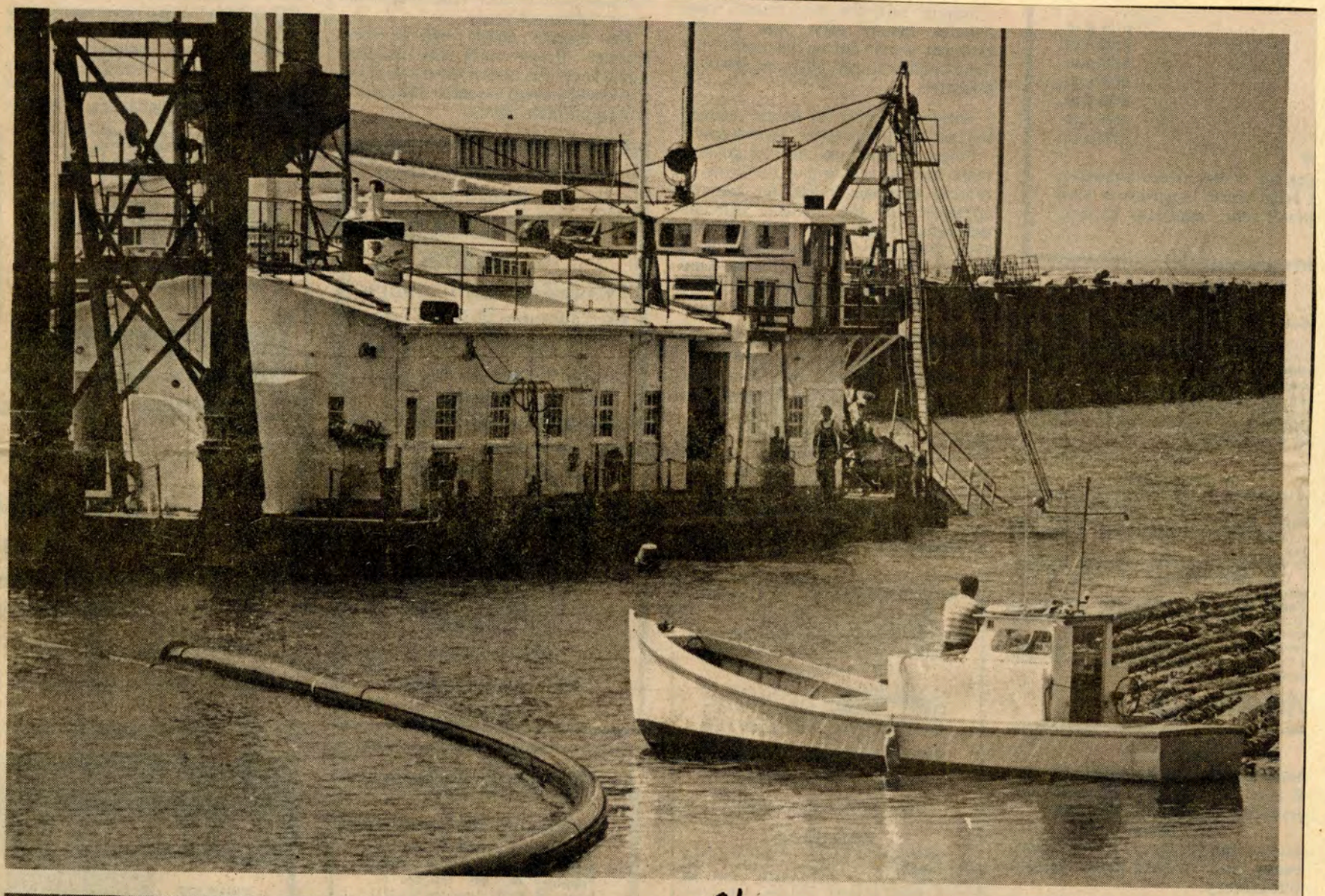
Tuesday, Aug. 25, Packwood will discuss national events at a Seaside Chamber of Commerce luncheon at noon at the Seaside Convention Center. Reservations for the no-host luncheon can be made by calling the chamber, 738-6391.

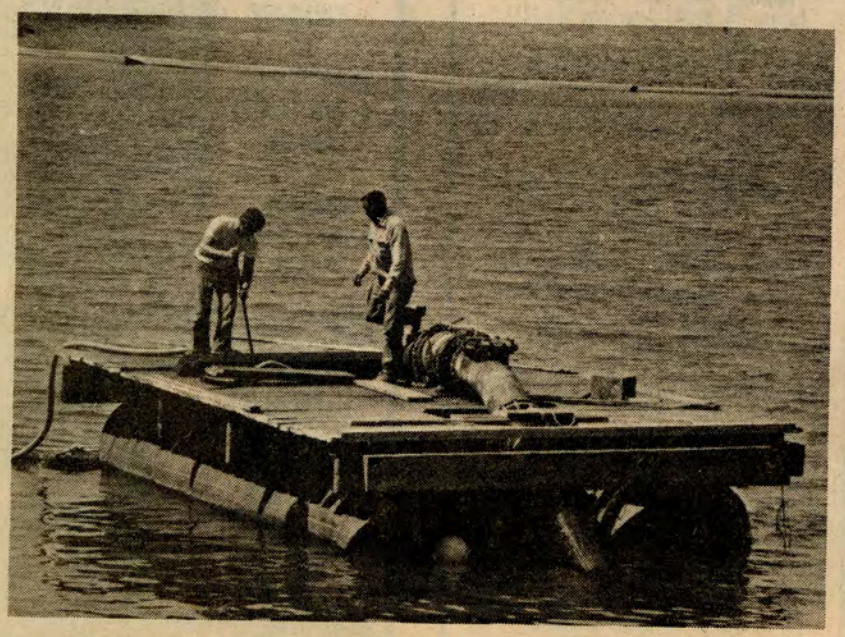
Wednesday, Aug. 26, Packwood will travel 17 miles up the coast to address the Astoria Area Chamber of Commerce.

At 9 a.m. that day he will meet with North Coast residents above the chamber office in the Port of Astoria Commission meeting room. He will discuss development of the lower Columbia River and the dredging of the river channel, said Jim Durham, chamber manager.

"It's an open meeting," Durham said.

At noon Packwood will go to the Thunderbird Motor Inn for a no-host luncheon in the Chinook Room. Reservations for the Astoria luncheon can be made by calling the chamber, 325-6311.





8/7/81

The Daily Astorian—CHRIS GENNA

Dredging test

The Port of Astoria's pipeline dredge Patriot swung into action Thursday in the port's berth on the east side of Pier 2.

Above, a lone spectator in a small boat watches the Patriot's ladder drop to the bottom for a test while log loading continues at Pier 1.

At left, port maintenance employees make fine adjustments to the discharge head before the test pumping resumed. In the background is a silt curtain which will keep the muddy waters in the head of the slip.

Port spokeswoman Chris Rose said Patriot skipper Dennis Palmer completed the testing and today was scheduled to begin "the real thing."

New chamber president calls for 'pride in community' campaign

8/5/81

Hugh Mason, presiding at his first meeting as president of the Warrenton Chamber of Commerce, set a "pride of community" theme and asked members to take a new look at the community, to see where a bit of effort can build a better image.

As an example, Mason said, the grass in the center of the city park across from the post office is mowed but the edges and tip of the park are sprouting a crop of weeds and tall grass.

There is a lot that can be done by volunteer labor, Mason said, adding that "we should give visitors and guests the idea that we're proud of our community."

Elmer Salmi agreed with Mason, saying that the Tourist Information Center is the first place visitors seek, "and it sure doesn't look good."

"The grass should be mowed and maybe we can put up some pennants or flags," Salmi suggested.

Bill Goehner, manager of Payless Drug,there is some bunting or pennants which he'd donate to begin the "spruce it up" project and Mason asked members to, "Pay attention and maybe come up with some ideas for getting the downtown area cleaned."

Chuck Farmer, president of the Astoria Area Chamber of Commerce, and the chamber's manager, Jim Durham, were guests of the Warrenton group. Durham said there are a number of political events scheduled in the next few weeks, including a luncheon for Congressman Les AuCoin Thursday, Aug. 13, in the Chinook Room of the Thunderbird, following an Aug. 12 town hall meeting, Sen. Bob Packwood will speak at a Aug. 22 luncheon, following a 9 a.m. until noon meeting on developing the Lower Columbia area into a seaport, and Sen. Mark Hatfield is due for a breakfast Aug. 31.

This has been a busy summer season at the Astoria Tourist Information Center in the Port of Astoria building, Durham said, with the visitor count through Friday over 10,500, a new record number for a single month.

"We're doing anything we can to keep 'em in Clatsop County for one more meal, one more night, anything more," he said.

Farmer said the Chamber forum luncheons will start in September after a summer layoff, and that people from the Warrenton-Hammond area are welcome to attend.

"We have many mutual goals and mutual problems that we can work on," he said. He added that he wants to see more close cooperation between the North Coast communities in the coming year.



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LOCAL NEWS IN BRIEF 8/10/81

Reservations due for AuCoin luncheon

People who want to eat lunch with Congressman Les AuCoin Thursday should notify the Astoria Area Chamber of Commerce, says Jim Durham, chamber manager.

The chamber is coordinating the no-host luncheon which will be at the Astoria Thunderbird Seafare restaurant at noon. Reservations may be made at the chamber office, 325-6311.

AuCoin, a democrat in his fourth term representing the 1st Congressional District, will arrive in Astoria Wednesday and hold a town hall meeting from 7:30 to 9 that night. That public meeting will be held in Clatsop Community College Patriot Hall Room 322.



Rep. Les AuCoin

Relief wasn't just a drive away

8/10/81

By EMMET PIERCE
Of The Daily Astorian

Thousands of overheated Willamette Valley residents made an exodus to the North Coast over the weekend. But if they were looking for a haven from soaring temperatures, they didn't find the promised land.

The weekend high in Seaside was 99 degrees on Sunday. Astoria's peak temperature was 96. Roasting North Coast natives watched a steady stream of traffic flow in from the east as Portland-area residents tried to beat the heat.

"OH DID WE have a busy weekend," Priscilla Auld of the Seaside Chamber of Commerce said today. Her office was kept busy by "people who wanted motel rooms." The town's tourist accommodations were full early Friday, she said. Many people were turned away. "Every (motel) was packed," she said.

Numerous visitors were turned away from the Driftwood Motel in Seaside, said owner Mrs. Calvin Goodwin. It was one of the motel's busiest weekends in three years of operation. At the Hillcrest Motel, people were "banging the door down" at 6:30 a.m. Saturday in search of rooms, said Alma Johnson.

In neighboring Cannon Beach, the situation was much the same.

"EVERYTHING WAS FULL every day," said Renee Schwehr of the Cannon Beach Chamber of Commerce. "The hot weather definitely brought more people in. They didn't expect it to be so hot down here."

"There were a lot more people in town" than usual, said Crystal Marshall of Cannon Beach's Blue Gull Motel. "It was real crazy. People were coming in all day long. It was hotter than people expected. We even filled (up) last night (Sunday). People were still trying to get away from the heat."

Kim Longfellow of the Sea Sprite Motel in Cannon Beach estimated that weekend business was 25 percent greater than normal "because of the heat inland. Most people coming down think there's a lot of vacancies. There's not."

Motels in Astoria also were full over the weekend, said Jim Durham, manager of the Astoria Area Chamber of Commerce. An average of 350 persons per day visited the chamber's travel information center.

Osburn's Grocery and Delicatessen in Cannon Beach did a brisk weekend business selling cold drinks and ice cream, Emily Osburn said today. Beer and soda pop were big items at the Seaside Stop and Go Delicatessen, said owner Pat Morrisey.

CAMPERS WITHOUT RESERVATIONS met with the same fate as persons who showed up at motels without advance notice. "Friday and Saturday we were filled," said Jeanne Miller of Fort Stevens State Park in Warrenton. "We had an overflow on Saturday." Campers turned away at the gate were given a brochure listing privately owned campsites in the area.

A spokesman for the state Parks and Recreation Division said campsites were filled all weekend at nearby Oswald West and Nehalem Bay state parks.

Today Seaside Public Works Director Floyd Pittard said he planned to check the city reservoir to see if the heavy influx of tourists had affected Seaside's domestic water supply. The town's overloaded sewage-treatment plant was showing signs of strain today as a foul odor permeated the northern half of Seaside.

"Not much wind, a heavy load, and extra hot weather" are to blame for the odor, Pittard said. The sewer system is treating more sewage than it was built to handle, he said. There is "not a heck of a lot" the city can do about the smell, he added.

In Gearhart, people were less worried about an overflow of tourists than the possibility of fire. Gearhart volunteer firemen battled three blazes Sunday. None caused major damage, but a fire on the city beach consumed about seven acres of beach grass, sending smoke billowing into Seaside, said Fire Chief Bruce Maltman.

Bugas sees lawmakers returning to Salem



The Daily Astorian — EMMET PIERCE

REP. TED BUGAS

"We just don't know how much money we're going to have."

By TODD MERRIMAN
Of The Daily Astorian

Still recuperating from the longest legislative session in Oregon history, Rep. Ted Bugas wearily predicted Monday the Legislature will convene again soon.

In fact, the Astoria Republican said, state lawmakers may meet in special session twice before the 1983 Legislative Assembly begins work.

Money — or the lack of it — is the subject that could force legislators still reeling from a 203-day session to return to Salem. In a luncheon speech to the Astoria Rotary Club and in a subsequent interview with The Daily Astorian, Bugas said uncertainty over Reagan administration budget cuts' effect on state government combined with the unpredictability of Oregon's economy made it impossible for the Legislature to accurately predict revenues.

"We just don't know how much money we're going to have," he said.

ONCE THE FEDERAL revenue picture clears up — the federal fiscal year begins in October — the Legislature may have to meet to adjust the 1981-83 state government budget, Bugas said. The same may hold true if it becomes apparent next spring that poor economic conditions have hurt state income tax collections more than expected.

It's unlikely the Legislature would deal with additional revenue shortfalls by increasing taxes, Bugas said. Instead, more spending cuts would be ordered. As it was, Bugas noted, the money-short 1981 Legislature scrambled to pare state agency budgets and to adopt a tax package intended to generate about $170 million in additional revenue.

He labeled that tax package "essentially a bunch of gimmickry." Its main features are a 7-cents-per-pack cigarette tax increase, an accelerated income tax payment schedule for corporations and self-employed people, and a delay in an increase in the personal income tax exemption.

"We're going to save your lungs and our butts by raising the cigarette tax," Bugas said, reciting a joke that circulated through the Capitol in the Legislature's last days.

Nonetheless, the cigarette tax hike and other gimmicks are preferable to an outright increase in income taxes or cuts in the state's property tax relief program, he said.

Bugas said basic school support — state revenues the Legislature allocates for local school districts, reducing their need for property taxes — should be the last place lawmakers look for money to make up shortfalls.

THE GRINDING SESSION that ended Aug. 2 left Bugas, 57, tired of politics and eager to return to his job as vice president of E.H. Carruthers Co., a Warrenton manufacturer of fish-packing machines. "I've got to think about making a living," Bugas said, adding that he's "hardly given any thought to politics the last week.

But the third-term representative acknowledged he's felt that post-session disenchantment before. And he isn't foreclosing the possibility he may pass up a bid for a fourth two-year House term to run for the Senate seat held by Charles Hanlon, D-Mountaindale.

Hanlon, whose district includes all of Clatsop and Columbia counties and much of western Washington County, hasn't announced whether he will seek a third, four-year Senate term. His Senate seat will be up for election next year.

Some political observers have suggested House Republicans, hopeful of wresting control of their chamber from the Democrats in 1983, may be pressuring Bugas to stay put. Those Republicans may be uneasy at the prospect of a Republican giving up his seat in a House district where Democrats have a substantial edge in voter registration.

Bugas, however, said Monday he won't make his plans based solely on what might happen in the House next session. It's unrealistic to assume House Republicans will hold their 27 seats while making big inroads in the 33 districts now represented by Democrats, he said.

Although Democrats control the Senate 22-8, it's possible a coalition of conservatives from both parties may constitute the real majority in that chamber in 1983, he said. And, Bugas indicated, he wouldn't mind being part of such a coalition.

Bugas acknowledged that the relationship between him and Hanlon deteriorated badly after what seemed to be an initial step toward cooperation.

The two North Coast legislators issued a joint statement Jan. 28, about two weeks after the session began, pledging to co-sponsor each other's port development bill. Bugas' bill would have required the merger of the Port of Portland and the Port of Astoria; Hanlon's would have created a state deep-water ports commission.

THAT SPIRIT OF cooperation died quickly, as did the initial legislative proposals. Hanlon's bill never got out of

See Bugas, Page 12

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committee. Bugas' legislation was heavily amended, becoming a Tongue Point development bill. It provided for the Portland and Astoria ports to work together toward, and share in the revenues from, industrial development of state-owned property at the former Tongue Point naval base east of Astoria.

Hanlon vigorously opposed those provisions and, at his insistence, Bugas dropped them. The Bugas port bill adopted in the Legislature's final days basically is a policy statement encouraging development of Tongue Point as a deep-water port.

But the hard feelings between Hanlon and Bugas had more to do with forestry legislation than port bills, the Republican representative said.

Before the Legislature convened, Hanlon announced his intention to introduce legislation to abolish the state Board of Forestry. He said the board was dominated by the timber industry, which was managing the state forests more for its good than the public good.

Hanlon later toned down the legislation, proposing the Board of Forestry be restructured to reduce the timber industry's influence, among other changes.

The legislation — Senate Bill 500 — drew heavy opposition from the timber industry. Bugas was an outspoken critic.

THE BILL DIDN'T get out of committee, but Hanlon has said he may launch an initiative petition drive to put the measure before voters.

Bugas said Monday he will oppose an initiative as strenuously as he did SB 500. Accusing Hanlon of "thinking like an urban legislator," Bugas said the senator's proposal is "absolutely inimical to the best interests of the three counties he represents."

Bugas repeated his contention that the Board of Forestry has done an excellent job of managing the state forests, which include about 140,000 acres of prime timberland in Clatsop County. Any dramatic change in the state forest management program could open the door to changes in the way state forest timber sale receipts — which many North Coast school districts and local governments consider a vital source of revenue — are distributed, he said.

On a related issue, Bugas said the Legislature acted wisely in rejecting a ban on log export substitution and instead ordering an interim study of the issue. But, he conceded he paid a political price for his opposition to the substitution ban.

Substitution is the process in which timber companies export logs from their own lands and buy publicly owned timber to supply raw material to their domestic mills. Astoria Plywood Corp. officials favored the ban, contending log exports drive up the price of logs, making it difficult for them to compete at public timber sales with large timber companies bankrolled with their export profits.

Although he couldn't get Astoria Plywood executives to agree, Bugas said it isn't possible to solve "the problem of unequal marketing by simply having one state out of 50 ban exports."

He said he hopes to be appointed to the interim Trade and Economic Development Committee which will study the issue.

The Owens-Adair

8/13/81

Project won't be dedicated now

By LESLEY FORNAS
Of The Daily Astorian

U.S. Rep. Les AuCoin, D-Ore., is ready but the building isn't.

AuCoin, who is in Astoria for a town hall meeting tonight, was scheduled to dedicate The Owens-Adair housing project Thursday. But the complex, located in the former St. Mary's Hospital building, won't be ready for dedication until fall.

Project managers hadn't publicly announced a date for formal dedication ceremonies. But the Clatsop County Housing Authority, which is developing the project on behalf of Clatsop County government, had tentatively set the date for Aug. 13 and asked AuCoin to be present.

Before word got back to AuCoin that the ceremony had been postponed, the congressman's office issued a press release listing the itinerary for his visit to Clatsop County, including dedication of The Owens-Adair.

Clatsop County Commissioner Bob Westerberg, who serves as chairman of the housing authority, had difficulty reaching AuCoin to notify him of the change. Westerberg ended up sending AuCoin a Western Union night letter. But the letter arrived after AuCoin's office had announced his schedule.

The erroneous dedication date also was included in an Astoria Area Chamber of Commerce letter to local businessmen.

Westerberg said the housing authority wants AuCoin to be present for The Owens-Adair dedication because the congressman was helpful in securing federal financial support for the project. Dedication ceremonies probably will be planned around AuCoin's schedule in late September or early October, said Lorene Brock, Northwest Oregon Housing Association executive director.

NOHA is administering the housing project for the housing authority.

Mrs. Brock said a state Housing Division representative is scheduled to inspect the building Thursday. The Housing Division is providing long-term financing for building renovation. Occupancy could be as early as Sept. 1, Mrs. Brock said.

Applications for the 46 one-bedroom apartments in the complex still are being accepted, Mrs. Brock said. Residents of the facility must meet financial criteria established by the federal government, which will provide rent subsidies.

Selection for occupancy is based on a complicated point system determined by applicants' current living conditions and the percentage of personal income applicants now spend for housing and medical expenses. Applicants must be at least 62 years old and have an annual income of $10,600 or less.

Some persons who originally applied for occupancy have decided they don't want to live in the apartment building, Mrs. Brock said.

For information about eligibility requirements, senior citizens may call or visit the NOHA office in The Owens-Adair, 1508 Exchange St. The telephone number is 325-4686.

AuCoin's town hall meeting will begin at 7:30 p.m. in Clatsop Community College Patriot Hall Room 322.

8/13/81

Four buy armory at auction

A four-man partnership of local businessmen purchased the Astoria National Guard armory and the old city hall Wednesday for $225,000, the minimum asking price.

The four — Darrell Davis, George Brugh, Chuck Taggart and Rod Gramson — were the only bidders at the 1 p.m. public auction held in the armory lobby. Davis, Brugh and Taggart said after the auction they haven't decided what they're going to do with the buildings.

"It's all going to depend on financing," Davis said.

The state Military Department, which owns both buildings, has been trying to sell them for more than a year. The first three auctions drew no bidders. A bid by Davis and Brugh in the fourth auction June 30 was nullified the next day because the state Highway Division, which served as property agent for the Military Department, apparently didn't follow state law in placing public notices.

The Military Department no longer needs the armory because it has built a new one at Camp Rilea. The Columbia River Maritime Museum, housed in the old city hall building, plans to move to new quarters at the foot of 17th Street before its lease runs out next June.

The Astoria YMCA, which had attempted to raise money to bid in the June 30 auction, dropped its attempt to purchase the armory last month, when officials decided they wouldn't be able to raise the down payment and enough money to renovate the 40-year-old structure.

It was the YMCA that raised the objections to the June 30 auction that led to nullification of Davis and Brugh's bid.

Under terms of the sale, the partnership paid $45,000 down. The balance is due by Jan. 1, 1987, at an interest rate of 10 percent a year. The maritime museum has the right to remain in the city hall building until its lease expires June 30, 1982.

Davis, who owns The Market Place shops at Pier 11, said a convention center still was "one of the top priorities" for the armory. Davis and Brugh, who owns Bee-Line Roofing Co. and A-1 Ready Mix Concrete, said after the June 30 auction they hoped to develop the armory into a convention

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Armory

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center and purchase adjacent property to the north for a motel.

The two said then that they planned to renovate the 76-year-old city hall building for professional offices. Davis said Wednesday that still is being considered.

Taggart owns an Astoria contracting firm and Gramson owns Wadsworth Electric. Brugh said the four are "equal partners" in the enterprise.

Reagan cutting in

8/13/81

By TODD MERRIMAN
Of The Daily Astorian

Guiding the dialogue with the aplomb of a TV talk show host, the microphone-wielding congressman answered the questions, parried the criticisms and accepted the compliments with a skill born of practice.

For Rep. Les AuCoin, D-Ore., Wednesday night's town hall meeting in Astoria was a variation on a theme — he's conducted scores of them throughout the 1st Congressional District since he first was elected to Congress in 1974.

For an hour and a half, AuCoin stood in a Clatsop Community College classroom, almost surrounded by a seated audience, many of whom were perched on folding chairs set up for the overflow crowd. The audience generally was friendly to AuCoin; applause frequently followed his remarks and several speakers praised him for quick response to letters or attention to their concerns. As for the disparaging remarks, most were indirect, lumping AuCoin with the congressional rascals the speakers blamed for the country's economic and social ills.

The two dozen questions asked of the congressman covered the political spectrum from Social Security to human rights. None of AuCoin's answers would surprise anyone who has followed his congressional career.

Seasoning his comments with anecdotes and jokes, AuCoin seized several opportunities to hammer at what he believes are the Reagan administration's mixed-up economic priorities.

The federal budget, AuCoin said, is a statement of the nation's values. "Where you put the dollars and where you take them away tells you what kind of people we are," he said.

AuCoin criticized the Reagan administration for advocating massive cuts in social and educational programs while maintaining subsidies to the tobacco and sugar industries and making dramatic increases in military spending.

He also criticized the administration's tax-cut plan, which he likened to a corporation declaring a dividend at a time when it is fighting off bankruptcy. The tax plan Reagan pushed through Congress will, in effect, require the federal government to borrow money to finance massive, across-the-board cuts in income taxes, he said. AuCoin said he fears the government's competition for capital will maintain high interest rates, fuel inflation and inflict lasting damage on the economy.

AuCoin said he doesn't oppose tax cuts, just the kind of cuts favored by Reagan. He advocated "focused tax cuts" aimed at weaknesses in the economy. Those include tax breaks to encourage personal savings, and increased depreciation for equipment and buildings to hasten capital recovery and reinvestment.

Similarly, the 38-year-old representative said it's the type of spending cuts Reagan plans, not the concept, that he opposes. "This member of Congress has voted for less spending each fiscal year I've been in Congress than every president I have served under has asked for," he said.

AuCoin said the Reagan administration's military budget is excessive, citing the MX missile and neutron warhead as costly weapons programs that should be scrapped.

Here are some of AuCoin's comments on other topics:

SOCIAL SECURITY — Because it's headed for bankruptcy and because of the Reagan administration's proposed cuts in benefits, Congress "is going to take a hard look at the Social Security program."

AuCoin repeated his long-held contention that the way to salvage the Social Security system is to return it to its original purpose — providing a financial base for retirement. That means stripping the system of the social welfare programs that have been added to it, including Medicare. Those programs would then have to compete for general fund money, leaving Social Security taxes solely for use in financing retirement benefits.

HUMAN RIGHTS — AuCoin said he

See AuCoin, Page 4

Saddle Seat Equitation — Grand champion: Wendy Scarborough.
Senior Saddle Seat Equitation — Blue ribbon: Tami Tikka.
Intermediate Saddle Seat Equitation — Champion: Kim Kurle.
Junior Saddle Seat Equitation — Wendy Scarborough; reserve champion: Kelly Kirk-

Meetings

TUESDAY
Hammond Town Council. 7:15 p.m.

AuCoin

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is against military aid to governments like that of El Salvador. That Central American regime, he said, has "done more to inflict death and injury on its people" than the Marxist adversary it seeks to defeat.

The principles of individual freedom upon which the United States was founded should guide U.S. foreign policy, he said.

JAMES WATT — Reagan's secretary of the interior has the administration's support and only a significant public outcry will oust him, AuCoin said.

Watt brings an almost absolute pro-development bias to a job that requires a balanced, unbiased approach to environmental questions, AuCoin said.

"James Watt is for real. He's just as awful as he seems . . . When he talks about environmental extremists, he's talking about the League of Women Voters, he's talking about the PTA."

ABORTION — AuCoin reiterated his belief that abortion should be a decision left to the individual, not decided by the government. It's the "most sensitive, personal question I can think of," he said.

ESTUARY STUDY — AuCoin said he's hopeful he and Sen. Mark Hatfield, R-Ore., can secure approval of appropriations to wind up the multiyear, multimillion-dollar Columbia River Estuary Data Development Program. But even if money is appropriated, he warned, it will be a scaled-down amount intended only to conclude the scientific study.

MARINE MAMMALS — AuCoin said Congress probably will pass a one-year extension of the Marine Mammal Protection Act to allow more time for public comment and for gathering data to determine whether the law should be substantially changed. Many fishermen contend the act, which protects seals, sea lions and other marine mammals, has increased populations of those animals to the point they are harming fish populations.

AuCoin said he still is undecided



Rep. Les AuCoin

about the issue **and welcomes comments on it.**

SOLAR ENERGY — "I'm a strong advocate of solar power and other forms of renewable energy."

He criticized the Reagan administration for paying too little attention to developing renewable energy sources. Even if the federal government balances its budget and controls inflation, the nation's economy will be in jeopardy as long as the United States is dependent on foreign oil, he said.

AuCoin advocated expanded tax credits for solar energy and conservation equipment.

Although AuCoin spent most of the meeting responding to questions, he opened the session by asking a few of his own.

Judging by a show of hands of the 120 or so who turned out for the meeting, the audience was about evenly split among those who believe Reagan's economic program will work and those who don't.

On the subject of military spending, AuCoin asked his constituents if they favor Reagan's stepped-up program, would prefer to maintain present levels or would like to see the defense budget cut. The biggest percentage of the audience favored spending reductions, with the remainder about evenly divided between maintaining present levels and increasing spending.

The response to AuCoin's question about the MX missile was overwhelming: Almost every hand in the room shot up in opposition to the new missile system. "(Secretary of State) Alexander Haig will not be pleased to hear this," AuCoin joked.

Editor's notebook

Before the Fort Clatsop National Memorial was established in 1958, there was less than total enthusiasm within Clatsop County for it. The late Sen. Richard L. Neuberger, whose lifelong interest in the Lewis & Clark Expedition produced books and numerous articles on the subject, encountered some local opposition to his efforts to persuade Congress to establish a national memorial.

Neuberger's efforts were broadly supported outside this area and principally by the Oregon Historical Society.

It was that organization whose determination subsequently brought about congressional approval of giving the cairn at Seaside, where members of the Lewis & Clark party made salt, Fort Clatsop National Memorial designation.

The Oregon Historical Society steadfastly supported Rep. Al Ullman's lengthy campaign to get federal designation of the depositories of prehistoric fossils in Wheeler County as the John Day Fossil Beds National Monument.

As with the Fort Clatsop National Memorial there was more enthusiasm outside than within Wheeler County for gaining national recognition for the fossil beds.

Trustees of the Oregon Historical Society are considering what they should do about another matter of statewide concern but with a twist slightly different from what they encountered in Clatsop and Wheeler counties.

Many residents of the Columbia Gorge want to decide the conditions under which the resources of the gorge will be managed. But not all who live there resist outside interest. Trustees of the Oregon Historical Society, meeting last week at Hood River, heard an impressive presentation favoring federal preservation of the gorge and were asked to lend their support.

The possibility that the gorge will be spared from large scale commercial development seems more likely on the Oregon side of the river than on the Washington side. That's not to say that Oregonians who live in the gorge are totally opposed to development on their side of the Columbia but they are not faced with any development schemes as formidable as those planned in Washington state.

The range of solutions runs from doing nothing to prevent any kind of development, through control by representatives of the two state governments, to federal regulation. Oregon's Gov. Atiyeh favors federal involvement in management of Columbia Gorge resources. The Reagan Administration will be philosophically opposed to that course of action.

Resolution of this matter should be of concern to all Oregonians. The priceless Columbia Gorge resources belong to all of us.

As a trustee of the Oregon Historical Society, I have no doubts about the role of that organization in the preservation of such resources. The society's respect for history uniquely qualifies it as a spokesman for the public interest in such matters as Fort Clatsop, the fossil beds and the Columbia Gorge. Preservation of history for generations of Oregonians to come is the society's major role.

So, I have no reluctance in supporting involvement of the society in the dialogue that will determine what will be done to preserve the majestic resources of the Columbia Gorge.

It has been suggested to me that I have a special interest because I graduated from Cascade Locks grade school and have been saying for years that the Columbia Gorge is the most beautiful place in the world.

You need not to have ever lived there to feel that way about the gorge. You'd have to be terribly insensitive to all about you if you made just one trip through the gorge and didn't come out feeling you'd had an unforgettable experience. Its beauty is awesome. Nothing must be permitted to diminish that.

—o—

A young man I met this week is entering Harvard next month. I asked him what he expected to do. He said that because his father is a physician he has been thinking about studying medicine. But he wants to consider some other possibilities. He intends to write for the school paper, The Crimson.

I told him that what he plans may not turn out that way. I said that while young women seemed to know rather early in their college years what they wanted to do young men take longer. Many men don't make the decision until their junior year in college.

He has been a page in the U.S. House of Representatives for two years so I asked him whether he was considering a career in government. He said being a candidate for office didn't much interest him but he didn't rule it out. He is turned off on a non-elective career in government.

He recalled some of his experiences in and observations of the federal government and asked why it was that some newspapermen would do anything to get a story. And why was it, he asked, that press conferences he had attended in the office of the Speaker of the House were not reported factually in some newspapers. He had read reports of statements that were not made and he had read distortions of what was said.

He asked whether I, as an editor, exercise control over what reporters write. Did I read all their stuff before it appeared in the paper? I said it was the news editor's job to do that. I said that at this newspaper we respect accuracy and objectivity.

I explained that editors must depend upon reporters to tell it like it is because editors are reading what the reporter who was there says he saw and heard.

I said that in newspapering, as in all other professions, there are able and not so able people and that we don't do as well as we should in weeding out incompetent reporters.

The young man asked good questions about newspapering. He's going to take a hard look at it at Harvard, but he approaches it with some doubts related to experiences he's had in Washington, D.C.

I hope he decides to be a newspaperman. The profession needs intelligence more than ever before. Complex problems that must be reported and interpreted are multiplying. I hope he's been more impressed by good reporters than bad ones. —J.W.F.

8/13/81

Export boom forecast by Rep. AuCoin

Happy days are just about here again, Rep. Les AuCoin, D-Ore., said in an Astoria speech Thursday.

If Astoria can be developed as a major shipping port, its years of economic "frustrations can be left in the dustbin of history," the 1st District Oregon congressman said in an Astoria Area Chamber of Commerce-sponsored luncheon at the Thunderbird Motor Inn. "Astoria can play an enormous part in tapping (America's) export potential."

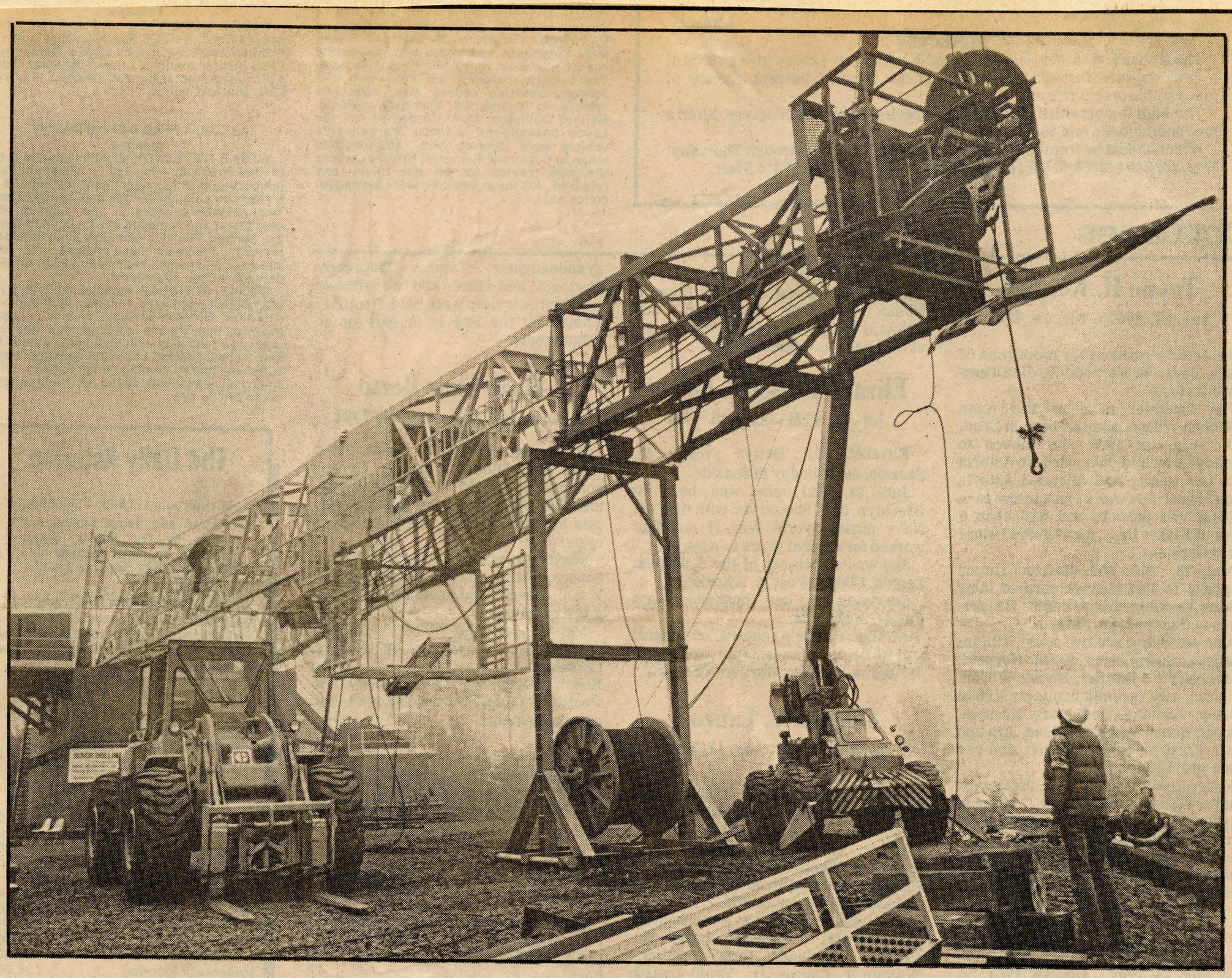
AuCoin said his decision to drop his assignments on two less-powerful House committees and join the Appropriations Committee for his fourth session of Congress was bearing fruit. Sitting on the appropriations panel has been useful in getting funding approved for a $500,000 feasibility study for lower Columbia River channel deepening, bar dredging and creation of a turning basin, he said.

It also helps to have Sen. Mark Hatfield, R-Ore., as chairman of the Senate Appropriations Committee, he said with a smile.

AuCoin said he was able to get the $500,000 added to the federal budget by finding offsetting cuts elsewhere at a time when the federal budget is exceptionally tight. "I have confidence Hatfield will be able to add a similar amount of funding to the Senate version," he said. The full Senate is expected to vote on an Interior Department appropriations bill in September.

"I think we're on our way (to moving) our products. . .forward aggressively into the export markets of the world," he said. A coal port on the lower Columbia would be a good first step, he said. He told the crowd of about 50 he was optimistic about Astoria's economic future. "Astoria can truly be transformed," he said.

Exports must be considered a chance for American economic growth, not "gifts" to foreign countries like China, he said. "Exports are not gifts — they are jobs for Americans," he said.



The Daily Astorian—JAMES HOLMAN

ROVOR Drilling Co. "roughnecks" readied a huge new oil and natural gas exploration rig Tuesday for operation on a site south of Svensen.

8-19-81

Svensen gas drilling under way

SVENSEN — With a champagne christening and a beef barbecue, officials of ROVOR Drilling Co. Tuesday celebrated the beginning of exploration drilling on a site just south of here.

The gigantic, spanking new green and white rig, capable of drilling to 12,000 feet, was raised into place after the ceremony and was to begin drilling for natural gas today. ROVOR is a partnership made up of Oregon Natural Gas Development Corp., Riedel International Inc. and Voorhees Rig Co.

About 60 people, including a number of North Coast government and political officials, attended the dedication. Darlene Van Bladeren, wife of John Van Bladeren, vice president of Oregon Natural Gas Development Corp. and Northwest Natural Gas (its parent company), smashed a bottle of champagne against the rig to christen it.

Van Bladeren told the crowd the company expects to drill to about 8,500 feet at the site, which is called the Olney Prospect, "in search of a formation that is the same age as the one near Mist, where natural gas was located at about 3,000 feet."

Commercial quantities of natural gas were discovered near Mist in May 1979. Van Bladeren also announced Tuesday that the partnership drilling at Mist confirmed another producing well Monday night. That well will add about 2.6 million cubic feet a day to production from the Mist field.

Northwest Natural Gas Senior Vice President Paul Hathaway said that will bring production to about 13 million cubic feet a day. Production at one time was about 21 million cubic feet a day from the seven other wells, but "water intrusion" in some of them has cut production, he said.

Drilling was to begin today at the Svensen site, owned by Howard Johnson, a Youngs River resident and Port of Astoria commissioner. When the well there is completed, the rig will be leased to other exploration companies drilling in the Northwest.

8-20-81

Movie not a comedy to some

The moral of this story is: Always confirm your reservations. The conclusion is: Don't call us, we'll call you.

As for the middle of the story: Astoria Area Chamber of Commerce Manager Jim Durham is embarrassed, the manager of the Lamplighter Motel is tired of answering the telephone for a guest who isn't there, and The Daily Astorian regrets being in the middle at all.

It all started a few days ago when Durham got a call from California Mix, a Hollywood film company making a movie about a cross-country roller skater who skated from Astoria to New York City in 1978.

The company first said it would be in Astoria Aug. 22 through Aug. 24 and asked Durham to line up about 20 people to be extras in a roller skating scene to be shot near Astoria. The man who called said the company had reserved 14 rooms at the Lamplighter Motel for those days.

The plot thickens: Tuesday the man called back and said the company would be shooting only Aug. 22 and would be in town today. Could Durham help find rooms?

As it turned out, no, he couldn't.

But in the meantime, the company's advance man, Rick Murken, was to come to Astoria to line up the extras. He tried to get a room at the Lamplighter, but the motel was full.

Somewhere in the relay of that information from California Mix to Durham to The Daily Astorian, it was established that Murken would be at the Lamplighter Wednesday night and today to take calls from people interested in being in the scene.

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After more than 100 calls, the manager of the Lamplighter was understandably testy (actually, the word she used was "furious").

As of this morning, Durham didn't know Murken's whereabouts.

So if you're interested in being an extra in the movie "The Long Run," don't call anybody. Don't call Durham. Don't call The Daily Astorian. And whatever you do, don't call The Lamplighter Motel. Please.

8-20-81

Organizational Meeting Tonight — The Astoria Area Chamber of Commerce will hold a meeting 7:30 tonight in the Flag Room of the Astoria Public Library to organize a foot race the chamber plans to hold in Astoria. Manager Jim Durham said the chamber is considering a marathon, half-marathon or "fun run" of some other length, with the eventual goal of holding a race that would involve crossing the Astoria Bridge.

Time grows short for decision on Columbia River coal port

By STEVE FORRESTER
Washington Correspondent
For The Daily Astorian

WASHINGTON — "Coal, coal, coal. That's what everyone is talking about out here these days," reports a political consultant based in the Northwest.

Virtually every port on the Pacific Coast believes it has a shot at what is envisioned as a coal export bonanza. Northwest ports which are seeking the business include Astoria, Coos Bay and Portland in Oregon and Grays Harbor, Longview, Kalama and Vancouver in Washington.

Hopes for a booming business in coal exports are strengthened by a U.S. foreign policy that encourages such trade with our energy-hungry allies in the Orient: Taiwan, Korea, Japan and China.

Another piece of the coal puzzle, as it might affect the Northwest, are the considerable coal reserves in Wyoming and Montana held by the Portland-based company, NERCO — Northern Energy Resources Company — a wholly owned subsidiary of Pacific Power & Light Co.

THE COMPETITION FOR coal exports within the region is important not just for itself. Coal is seen as the precursor to more trade with the Orient in other commodities. The State of Oregon has invested in that hope by purchasing the former U.S. Navy facility at Tongue Point, east of Astoria.

Within the Northwest, the most basic competition for coal exists between Puget Sound ports and those on the Columbia River. While Oregon senators and congressmen can concern themselves exclusively with the Columbia River ports, those representing Washington state have considerable constituencies in both camps.

NW Exports
Part 4

Sen. Slade Gorton, D-Wash., states the problem this way. "If it is in the national interest to export coal, and I think it is, do you try to create two or three ports, or do you try to spread it around? I'd rather have two or three ports.

"As an objective matter, I don't think the Columbia River will be it. If there is going to be a 55-foot depth coal port in the Northwest, it is almost certainly going to be Puget Sound."

If the Columbia River has any hope of becoming a coal port, with large vessels entering it, its mouth must be dredged from its depth of 45 feet to 60 feet — a considerable project in these days of fiscal austerity in the federal budget.

If ever there were a time when it is conceivable to fund such a project, it is now, because of the considerable clout represented by Oregon's Republican senators — Mark Hatfield, chairman of the Senate Appropriations Committee, and Sen. Bob Packwood, chairman of the Senate Commerce Committee.

Rep. Les AuCoin, D-Ore., already has had $500,000 for initial study of dredging the Columbia River mouth inserted in the Energy and Water appropriations bill that has been reported to the House. Complete study of the project is estimated to cost $2 million and will probably take three years to complete.

THERE ARE NO estimates of what might be the total bill for dredging the Columbia at the mouth and 18 miles of the river, where there would be a turning basin for large coal ships. The U.S. Army Corps of Engineers will have to determine exactly how complicated it will be to deepen the river's mouth and whether its existing jetties might have to be raised.

Another key to Tongue Point's development as a major port is the Burlington Northern railroad, which owns the trackage between Portland and Astoria. Burlington Northern has allowed that line to deteriorate to the point where no serious cargo hauling can occur between the two cities.

Hatfield says he has pressured BN to improve that trackage. "When Burlington Northern came to us for help, we made it very clear to them that we were disinterested unless they were prepared to improve that route."

Hatfield's position as chairman of Appropriations is virtually the key to the project to deepen the mouth of the river. Persons close to the senator report more frequently these days that he is disenchanted with the Senate to the extent that he might well retire to 1984. If that is true, time is growing short for the Columbia River interests to score their federal money.

8.20.81

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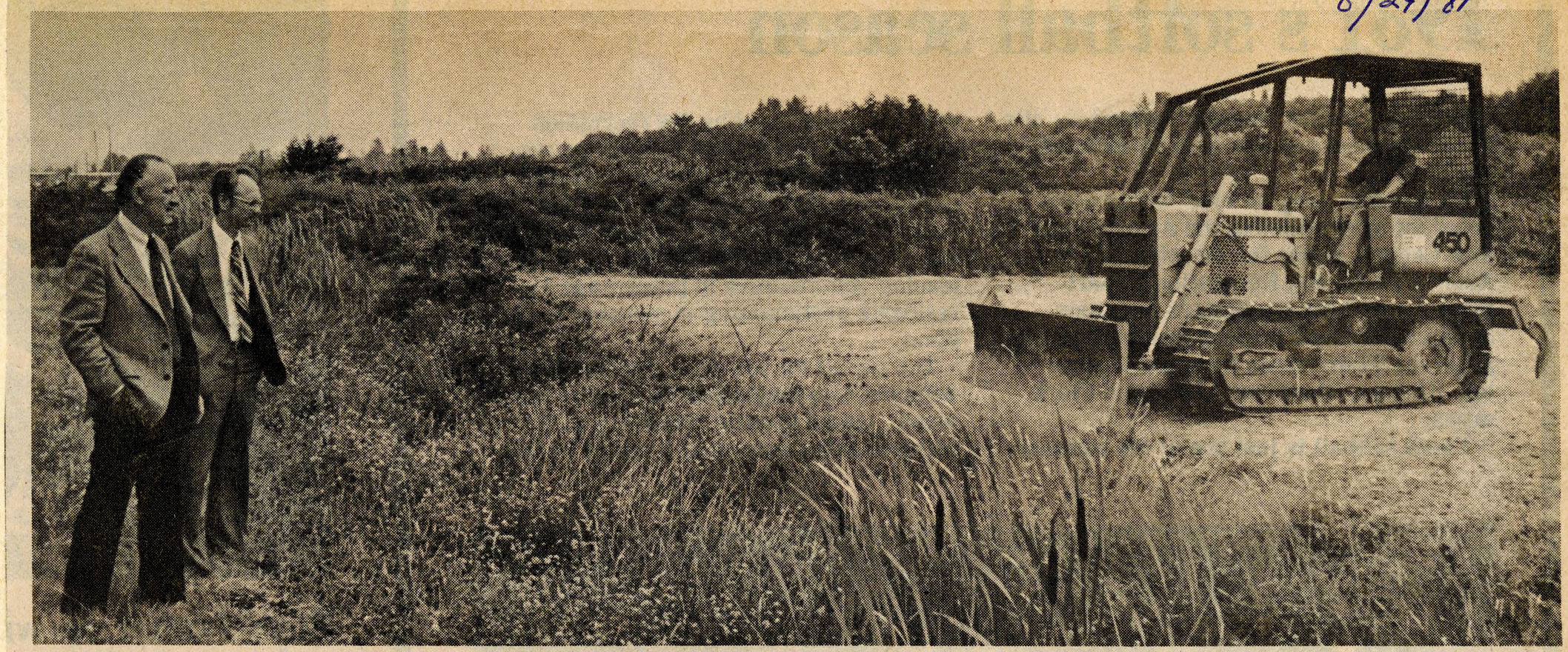
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8/24/81



The Daily Astorian—CHRIS GENNA

Director of Port Development Tom Notos, left, and Port of Astoria Commission Chairman Fred Shaylor watch initial work starting at the airport industrial park.

Work starts on airport industrial park

The Port of Astoria has begun site preparation work at its airport industrial park.

Port of Astoria Commission Chairman Fred Shaylor and Director of Port Development Tom Notos attended an informal ground-breaking ceremony recently at which Notos said the work will make the site presentable to potential tenants.

Most of the work will be done by a medium-size bulldozer the port recently acquired from the U.S. General Services Administration for $19,500, Notos said.

A 12-cubic-yard dump truck, acquired from the same source for $17,000, will haul fill from the port's stockpile to the site.

Notos said he hopes to complete the work using regular port staff, like Bob Hanks, who ran the bulldozer last week.

When the site has been cleared and filled, Notos said, the airport industrial area will be ideal for light manufacturing, metal fabrication, warehousing, distributing and similar types of businesses.

LOCAL NEWS IN BRIEF 8/24/81

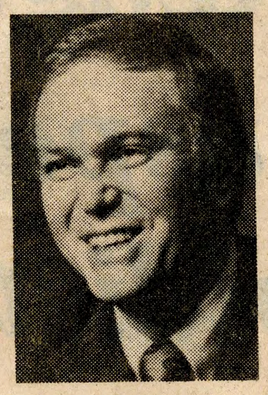
Reservations due for Packwood lunch

Astoria Area Chabmer of Commerce officials ask that persons planning to attend Wednesday's noon luncheon with Sen. Bob Packwood make reservations no later than Tuesday.

Reservations may be made by telephoning the chamber office, 325-6311.

The Oregon Republican's Wednesday luncheon speech at the Astoria Thunderbird Seafare restaurant will follow a Senate Commerce Committee hearing this morning in the Port of Astoria office building. That hearing, scheduled to begin at 9 a.m., will focus on port-development and commerce issues.

On Tuesday, Packwood will speak at a noon luncheon at the Seaside Convention Center.



Sen. Robert Packwood

9-14-81

Bugas to address forum



Ted Bugas

State Rep. Ted Bugas will be featured speaker at the Astoria Area Chamber of Commerce Thursday noon forum luncheon.

The Astoria Republican was elected to the Oregon House of Representatives in 1976 and re-elected in 1978 and 1980. During the last two sessions, Bugas has served on the Judiciary, Agriculture and Natural Resources and Rules and Operations committees.

The District 2 representative will work on interim committees dealing with land use, trade and economic development and fisheries.

A former co-owner of Barbey Packing Corp., Bugas now works in marketing for E.H. Carruthers Co., Warrenton. He is a former FBI special agent.

The luncheon will be in the Chinook Room of the Thunderbird Seafare Restaurant. It is open to the public. To make reservations, call the chamber at 325-6311.

8/24/81



The Daily Astorian — EMMET PIERCE

Roll 'em

A Japanese film crew shot a scene for their movie "The Long Run" at Jeff's Drive-In in Astoria Friday. Patrons of the restaurant got a free show as the cameras began rolling at noon. The scene depicted the beginning of a roller skating race, said spokesman Rich Murken.

The film is based on a true story about a cross-country roller skater who traveled from Astoria to New York in 1978. Extras for Friday's sequence were recruited fror T.K.'s Roller Rink in Warrenton, Murken said. The crew was scheduled to complete work in Astoria over the weekend. The next stop for the film makers is Lewiston, Idaho. The group will continue to work its way east. Final scenes will be shot in New York.

Shelton on Korea committee

Port of Astoria Executive Director Floyd Shelton is among 19 people named by Gov. Vic Atiyeh to the newly formed Oregon-Korea Economic Cooperation Committee, the governor's office announced Wednesday.

Jason Boe, state Economic Development Commission memeber and former Oregon Senate president, will be chairman of the committee. The members will serve two-year terms expiring in August 1983.

Atiyeh promised to establish the committee when he signed an economic opportunity agreement in 1980 during a Korean trade delegation's visit to Oregon. That agreement seeks to encourage trade between Oregon and Korea.

The committee's duties will include improving the exchange of trade and market information between Oregon and Korea, sponsoring trade fairs and promoting exchange visits by Oregon and Korea business leaders. Committee members will work with a similar committee of Korean business leaders appointed by the Korea-U.S. Economic Council.

Shelton is among seven committee members who have served with government agencies dealing with international trade.

8-26-81

8-27-81

Good visit to Astoria

The Astoria Area Chamber of Commerce is doing a great many things to promote the economy of our area. However, unfortunately, many of the activities of the chamber go unheralded.

To attest to the effectiveness of chamber efforts, I share the following letter, one of many received from visitors to our city.

DALE COLLINS
President
Astoria Area
Chamber of Commerce

Dear Mr. Collins:

We certainly did appreciate meeting you at the Ports of Call party recently.

We want to thank you for the nice party and an enjoyable evening.

We think your Chamber of Commerce and the citizens of Astoria are doing a good job for the people visiting your city.

We all did enjoy our fishing trip and a tour by the city bus.

We are sorry we were forced to cut our stay short, due to the air controllers' strike, but hope to do more on our next trip.

MRS. ELSIE HURT
Ellis, Kansas
OSCAR AND WILMA HUBER
Hutchinson, Kansas

Scouting Fort Clatsop

Crowding together outside the replica of Lewis and Clark's Fort Clatsop, 59 Girl Scouts from three countries, below, captured memories of a special flag-lowering ceremony on film Tuesday night.

Later, at right, Fort Clatsop National Memorial employees Frank McNichol, left, and Dan Datillio posed with Tammy Lewis of West Palm Beach, Fla., and Judy Woodhams, Angels Camp, Calif.

The Girl Scouts participating in the 12-day trip represent 26 states, British Columbia and Egypt. The trip to Fort Clatsop was part of a program called the "Columbia River Crosscut," designed to show the Scouts the river's historical, economical and ecological effects on the area it cuts through.

The last leg of the program is sponsored by the Columbia River Girl Scout Council, which includes the 13 Oregon and Washington counties lining the Columbia.

The Scouts travel by bus and camp out. They were to visit Fort Columbia and Fort Canby in Washington today and have a picnic at Coffenbury Lake. They'll tour Seaside and Astoria Thursday before returning to Portland.

The Daily Astorian—BILL WAGNER





Packwood hears both sides of port issues

By CHRIS GENNA
Of The Daily Astorian

Major port development may come to Astoria, but it will be in compliance with, not in spite of, planning and environmental standards.

That message rang through Sen. Bob Packwood's Senate Commerce, Science and Transportation Committee hearing in Astoria Wednesday.

The Oregon Republican listened attentively as spokesmen for several Oregon coastal ports, including Port of Astoria Commission Chairman Fred Shaylor, complained about development roadblocks thrown up by various state and federal permit-granting agencies.

But he asked pointed questions of the port spokesmen and allowed equal time for representatives of those agencies to defend their records.

PACKWOOD OPENED THE hearing, in the Port of Astoria offices at Pier 1, with some ominous words. "There will be less federal money available in the foreseeable future. . .and in planning for future port development, the great hope of a federal grant is going to be less hopeful."

J.W. "Bud" Forrester, a member of Gov. Vic Atiyeh's Lower Columbia River Development Task Force, chairman of the Clatsop Economic Development Committee and editor of The Daily Astorian, led off the testimony.

Forrester, a former member of the Oregon Land Conservation and Development Commission (LCDC), told Packwood "the Port of Astoria's role is becoming more and more obvious" as discussion of coal trade with Pacific Rim nations escalates to include coal ships of 100,000 deadweight-ton capacity or more.

When Packwood asked about available sites for a coal transshipment yard in the Astoria area, Forrester said

See Hearing, Page 3

Retail Merchants Meeting — The Astoria Retail Merchants Committee will meet 7:30 a.m. Wednesday at the Fiesta Restaurant. Astoria Mayor Bob Chopping and Councilman Dick Garner will discuss the city council's position on removal of downtown parking meters. 9-1-81

Hearing

Continued from Page 1

there were three — state-owned land at Tongue Point east of the city, the port piers inside the city limits, and the east bank of the mouth of the Skipanon River, west of Astoria in Warrenton.

Forrester said the permits would be easiest to acquire for a coal yard at the port piers.

But, Forrester added, "the Burlington Northern railroad will determine whether any site in the Port of Astoria area is to become a major port. Without the railroad's commitment, it won't."

A PANEL OF port spokesmen discussed the frustrations of trying to acquire permits for development and trying to get federal money for improvements.

Shaylor said it is "essential" the federal government speed up a study of deepening the mouth of the Columbia River.

The U.S. Army Corps of Engineers already is at work on a study of the feasibility of deepening the Columbia River bar beyond its present 48 feet to depths as great as 60 feet.

But those who want to attract coal "superships" to the Columbia want that study extended to consider depths as great as 65 feet.

Col. Terence Connell, corps Portland District engineer testifying later in the hearings, said such a depth "would be a very ambitious project." But he said the corps study of the less-ambitious depths would be completed in March 1983.

Steve Felkins, manager of the Port of Coos Bay, stumped for an improved road system to that Southern Oregon city and for government help for the tax-base poor port in acquiring land.

Felkins said if private interests acquired the few remaining waterfront sites, those corporations would use them for limited purposes, not the multipurpose terminals which are in the public's best interest.

When Packwood asked him what the port needed "other than money," Felkins could only repeat that an east-west highway from Interstate 5 is needed.

"They continue to widen the interstate, put in rest areas. I don't see why some of that money can't be used to build spurs," Felkins said.

Bill Herder, representative of the Port of Newport, picked up the strident refrain of obstruction by natural resource agencies. He said the port needed 10 miles of Southern Pacific Railroad track from Toledo, and experience has taught him "it could take us 10 years to get it."

Construction of a new mooring basin was held up because "some archaeologist" thought the site might be an Indian midden, a work site predating white settlement, Herder said. "The midden turned out to be 1,000 yards away on private property, but the port paid hundreds of dollars to refute the claim," he said.

"SAY WE COULD expedite the permit process," Packwood asked, carefully avoiding an implication it could be eliminated. "What's the best use of your port?"

Herder replied the port could load agricultural products on standard-sized ships.

That statement was almost directly contradicted by Thomas Murray, a port consultant, who said most Oregon coastal ports could count on growth only from wood products barging and commercial and sport fishing.

Murray, too, heaped scorn on the "unnecessary, overlapping, duplicated regulations of state and federal agencies. . .which cause delays, paper-shuffling. . .and skyrocketing costs."

Packwood interrupted to ask Murray why, if LCDC was an impediment to development, Oregon voters had twice voted to retain the commission and its statewide land-use planning program.

Murray responded that if a third referendum were held on the program, voters probably would abolish it.

Packwood again asked if "speeding up" the permit system would help.

Only, Murray said, with continued federal dredging and channel maintenance — which Packwood called "a perpetual federal subsidy."

If the port spokesmen were vociferous, the resource agencies' representatives were adamant.

Jim Lauman, representing the Oregon Department of Fish and Wildlife, said he "strongly believed" the reason for the permit delays was that few comprehensive land-use plans have been completed and approved. When they are, Lauman said, local officials will see a turnaround in the permit process.

Lauman said he'd participated in planning involving three major coastal ports, including Astoria. Far from obstruction, resource agencies had approved plans to designate about 1,000 acres near Astoria for port development, including all the sites development interests had asked to be considered for that designation.

ANNE SQUIER, VICE chairman of LCDC, went so far as to submit the mediated agreement for the Columbia River Estuary Study Taskforce (CREST) region as part of her written testimony.

The CREST agreement, worked out after 14 full days of negotiations by 12 parties (including Lauman) has been ratified by all the organizations those negotiators represented.

She said that agreement means permits for Tongue Point development, for example, "will be much more expeditiously processed than anything we've seen before."

The LCDC member pointed out that resource agencies operate under rules set down by Congress, suggesting they have a role no less important, in the public's eye, than encouraging industrial development.

She agreed with Lauman that when county comprehensive plans, which include ports' expansion plans, are finally adopted, "We'll see great progress in the next two years."

9/1/81





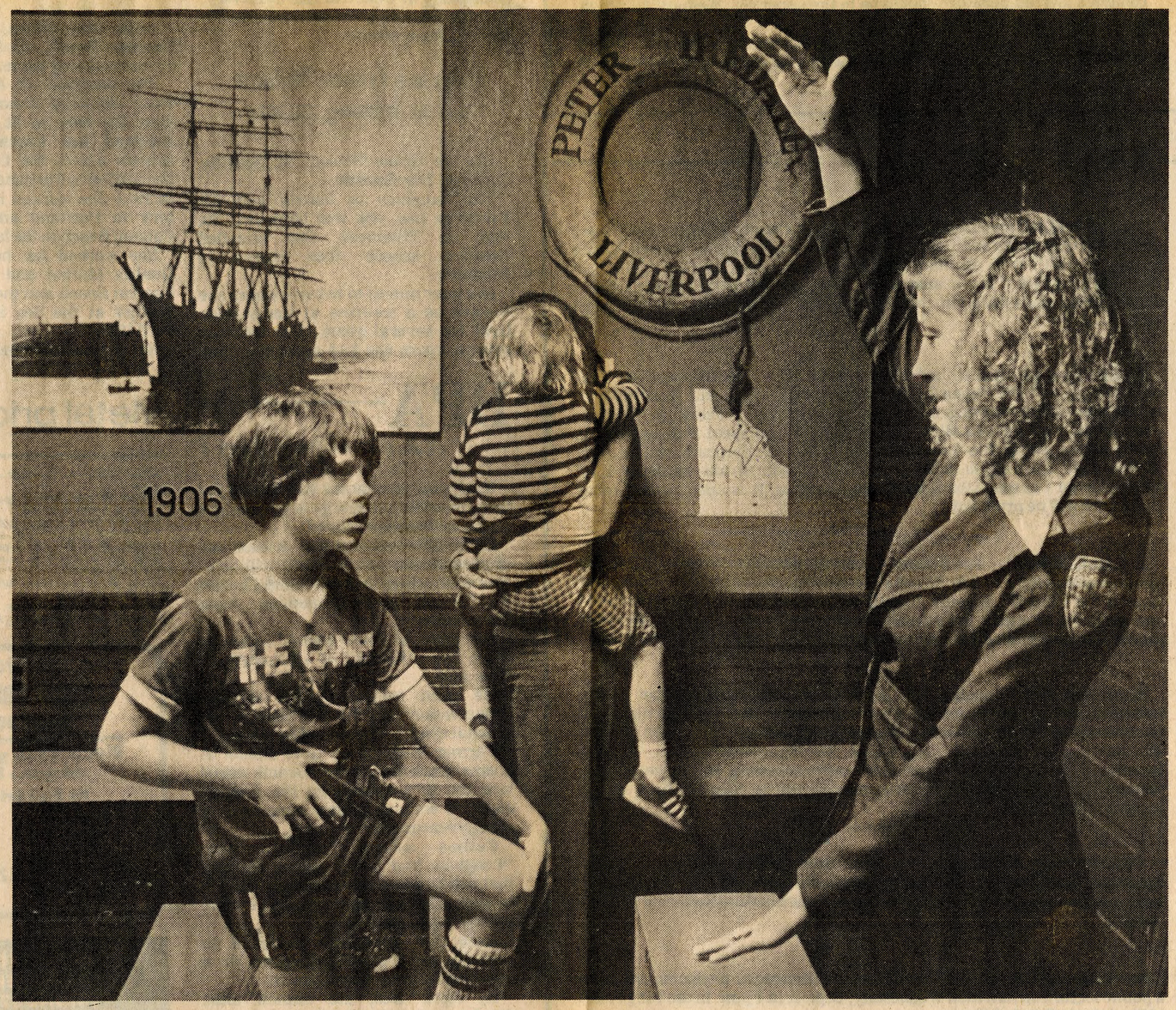
Lots to do on rainy days

As the rainy days of autumn approach, North Coast residents still can find plenty of activities to accupy their leisure time. A wealth of history is documented by film, photographs and displays at the Fort Stevens State Park Historical Interpretive Center.

The evolution of the ever-changing U.S. Army uniform is shown, above left, in an exhibit that takes the American soldier from bluecoat to doughboy to World War II GI. A slightly grotesque gas mask, below left, is displayed along with other grim instruments of war.

Historian Sue Scully, right, uses a little body language to describe the heritage of Fort Stevens to an attentive youth. Rain or shine, the interpretive center is a year-round attraction for both natives and visitors to the Sunset Empire.

The Daily Astorian—BILL WAGNER



Thank you

9-1-81

As a member of Denver Port of Call flying club I take this means to thank Astoria Chamber of Commerce for its efforts to make us welcome in your city. they were super. Four or five trips to Astoria convince me that I'll come again. Just keep those salmon on our side of the Pacific.

EDWARD HENGLE
3511 N. Hendricks
Hutchinson, Kan.

9-1-81

Information center open in September

The Oregon Travel Information Center in Astoria will remain open through September because of increased tourist traffic, the state Department of Transportation said.

The Astoria center and those at Brookings and Klamath Falls had been scheduled to close at the end of August. Centers at Ontario, Portland and the Siskiyous will remain open through October.

"With visitations at the centers up about 20 percent for the season, plans have been altered to keep all centers open through September," said Donna Graning, manager of the center.

Funds for extending the operation of the Astoria, Brookings and Klamath Falls centers were obtained by shortening the hours of the three that will remain open through October. All six will operate from 9 a.m. to 5 p.m.

The Astoria center is operated under contract by the Astoria Area Chamber of Commerce in the chamber's office at the Port of Astoria.

Visits to the Astoria center are up 19.5 percent this season, the state agency said. More than 11,000 people visited the center in August and about 6,000 are expected to stop at the center in September, chamber manager Jim Durham said.

THE DAILY ASTORIAN, Astoria, Oregon, Tuesday, September 1, 1981

Made for each other

The owner of Rainbow Creations said the day after his manufacturing plant was destroyed by fire, "It depends on the Port of Astoria. The port's got to give us all the assistance they can right now. That's very important."

Fortunately, Port of Astoria commissioners and staff are in a better position than anyone else to get Rainbow Creations back into business.

It was they who made it possible for the unique manufacturing process to expand when the building in which it was founded in Seaside could no longer accommodate marketing demands.

And now port commissioners can provide a working area for Rainbow Creations at Pier 3 while plans are made for constructing a permanent home for the business.

Port districts have authority to assist with economic development surpassing that of any other jurisdiction. And Rainbow Creations represents the kind of economic development opportunity all port districts are looking for.

The business was started four years ago by Ed Berman in his garage at Seaside. He thought he had a latch hook kit manufacturing process that was unique and marketable. It was a struggle to keep things going while he searched for customers, but, before long his faith was confirmed by orders that were placed domestically and abroad.

When he had to get into a bigger building the Port of Astoria was the agency he turned out.

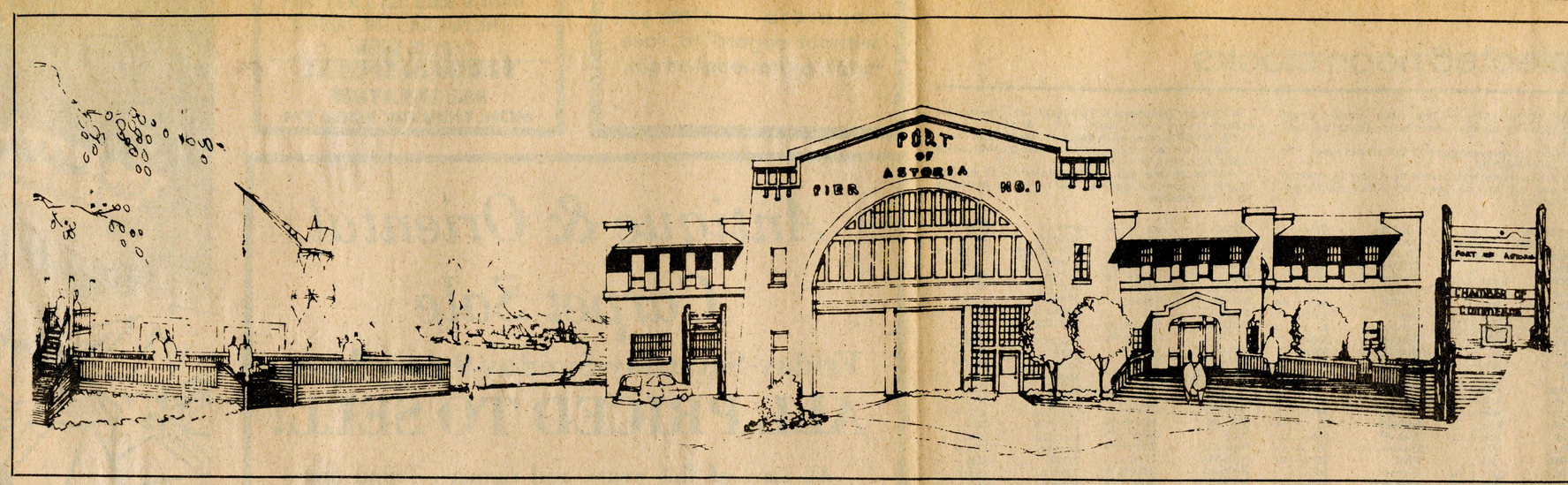
For Ed Berman the fire of last week couldn't have come at a worse time. New machinery, inventory and orders to be delivered were destroyed. And a recently negotiated contract to supply Montgomery Ward stores nationwide was about to be undertaken. The business grossed $700,000 last year and with the Ward business is on the way to exceeding $1 million.

The Port of Astoria's proposed industrial park at the airport seems an ideal place for a permanent Rainbow Creations plant. It not only would be right for the industry but the industry could be a centerpiece around which the industrial park would develop.

Rainbow Creations and the Port of Astoria are made for each other. A disaster provides an opportunity that both should welcome.

9-3-81

Observation deck planned for port docks



A remodeled Port of Astoria office will soon sport a new wood plank entryway, above right, a new exterior color scheme and an observation deck at the south end of Slip 1. The observation platform is the first step in the long-dormant "people places" project, which eventually will include a waterfront pathway and a series of parks.

By JAMES HOLMAN
Of The Daily Astorian

A 4-year-old plan to spruce up Astoria's waterfront with a series of "people places" is getting a start at the Port of Astoria.

As part of the remodeling of its offices at the port docks, the port will build an observation platform at the southwest corner of Pier 1, said Tom Notos, deputy director for port development.

The platform, which will include landscaping, plantings, information displays and a crow's-nest, is designed to complement a revamped entryway planned for the port office. Both will be built with wood planking designed to blend in with the port docks themselves, Notos said.

The observation platform was included in the remodeling after representatives of the Astoria Area Chamber of Commerce People Places Committee suggested it would be a way to kick off the waterfront project, Notos said.

THE PORT ALSO sees the observation deck as a way to minimize hazards for people who want to view shipping activities, Notos said. "We're thinking of screening and fencing on other port property also." For now, however, the port doesn't plan to block access to Pier 2, he said.

The chamber developed the people places plan in 1977 using a $5,000 federal grant. Since then it's been dormant because the chamber didn't want to compete with the Columbia River Maritime Museum for funding, said committee Chairman Roy Hammond, the chamber's former manager.

Now that the maritime museum is nearing completion, the chamber wants to begin working on the waterfront project, Hammond said.

As designed by Architects Atelier Northwest, the plan envisions a series of riverfront "pocket parks" and resting places, connected by a meandering pathway from the new maritime museum to the port.

INCLUDED IN THE chamber's scenario are street-end platform parks dipping down to the river, industrial observation sites and lots of green open spaces.

The port observation deck is "a great opportunity for starting the people places project," Hammond said. "We're hoping to keep this thing moving."

Hammond said the next phase of the project hasn't been decided, but noted that the People Places Committee is being reactivated and will begin meeting again soon. The committee will hold a public meeting later to get comment from citizens, he said.

"When we first started working on the project we found in a survey that 87 percent (of the people surveyed) wanted something done with the waterfront to increase its usability and beauty," Hammond said.

He praised the port's "great cooperation" in the chamber's project.

"IT'S PART OF a new thrust of port activities. . .we want to be an integral part of the community," Notos said. "There can be a mix between port activities and community activities, if done properly."

Notos said the project would be started as soon as possible. Port personnel will construct the new entryway and deck and paint the outside of the port office, all of which is estimated to cost $15,000, he said.

The design will be flexible enough to allow for relocation of the deck should port development require it, Notos said.

9-8-81

Starting over in airport hangar

Rainbow Creations bounces back

By JAMES HOLMAN
Of The Daily Astorian

Rainbow Creations Inc. could be back in business by Oct. 15, owner Ed Berman said today.

The firm's plant at the Port of Astoria docks burned to the ground Aug. 26. Berman has been scrambling since then to find temporary quarters for the company, which makes needlecraft stitchery kits marketed internationally.

Berman said Lektro Inc., a manufacturer of electrically powered vehicles, had offered Rainbow Creations temporary use of the south half of its hangar at Clatsop County Airport. That is being arranged through the port, which owns the building, he said.

Lektro owner Wilt Paulson "has been just a terrific guy in getting us into this situation. I didn't know of anything else around that would (be suitable) other than what he had," Berman noted.

MOVING INTO THE hangar will require a number of modifications, including extensive electrical rewiring, Berman said.

A new yarn tufter, the machine that makes Rainbow Creations' latch hook kits unique, is on its way to Astoria from the company's Canadian licensee, Berman said. The tufter — Berman's invention — cuts, folds and loops pieces of yarn by color through a special backing. That makes it much easier for the hobbyist to find the correct color to weave through the patterned mesh canvas that becomes a rug or wall hanging.

The firm's suppliers "have been just great," Berman said. "One of the companies (which supplies yarn and other materials) is putting on a double shift as soon as we get settled here."

And Montgomery Ward, which just before the fire had placed "a very sizable order" for the Christmas season, has said it still wants the kits, even though they won't be shipped until after the holidays, Berman said. "That's very unusual in this business."

THE FIRM COULD be in the hangar for as little as six months if negotiations with the port for a new building at its airport industrial site pan out, Berman said. The company would like a building with at least 40,000 square feet of space, he said.

Tom Notos, deputy director for port development, said today the port was "trying to package a development that could accommodate (Rainbow Creations') long-term needs at the airport industrial site."

"We view it as what could be a very, very nice anchor for ultimate development at that site."

The port is talking with other potential occupants of the site and will "try to create some facilities that will accommodate them also," Notos said.

THE PORT WOULD construct the building and lease it to Rainbow Creations.

Berman praised the help offered since the fire by the Astoria Area Chamber of Commerce. Manager Jim Durham "has been phenomenal. He's really united the business people to give us assistance."

"It's really been great the way people have been pitching in for us, from the port to the chamber to individuals like Paulson."

Berman said some of the 27 employees thrown out of work after the fire will be back at work next week. "It'll take us about a month to get off the ground."

Astoria Chamber studies plan to print, distribute area map

Columbia Press 9/10/81

A new, two-color street map of the ...Local printi... ...g advertising

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...s available ...r manager

Bugas

9-18-81

Continued from Page 1

surface to run for my seat, and I think this district will return a conservative to the House."

Bugas said he was "certainly not the only one" who could preserve his District 2 House seat for the GOP.

In the Aug. 25 news article that Bugas lightheartedly referred to in his chamber forum speech, Hanlon remarked about the pitfalls Bugas would face trying to campaign in the eastern part of Hanlon's Senate district.

But Bugas said he was "convinced" he could win in the parts of Washington and Columbia counties where support would be crucial to victory. "I carried my Washington County precincts last election, and that's half of the area he was talking about.

"I have a better grasp than he does of the farming and lumber interests down there; they aren't represented in Salem now. The problem is, Chuck has fallen in love with the governmental process and has forgotten his district and we can't have that. I feel that if I didn't run against Hanlon, he'd lose anyway."

Hanlon, reached at his home this morning, said of Bugas' comments, "He's been saying those things ever since the first two weeks he was a legislator back in 1977 and I'm getting sick and tired of them."

Hanlon said "one who cannot stick strictly to the issues, but must always get into personalities, sharp personal criticism, isn't qualified to serve in the state Legislature. . .and I'll be delighted to participate in any way I can in the termination of Ted Bugas' legislative career."

Hanlon left open the question of how he'll participate, saying he hadn't yet filed as a candidate in the primary. "But my decision has been made for some time and an announcement will be made in due time.

"For all those years, I've been silent while he traipsed around from place to place criticizing Sen. Hanlon; but the gloves are off now."

FRIDAY, SEPTEMBER 18, 1981

Rep. Bugas eyes stc



State Rep. Ted Bugas

By CHRIS GENNA
Of The Daily Astorian

State Rep. Ted Bugas has set his sights high — he told Astoria business leaders Thursday he wants the Oregon District 1 Senate seat held by Charles Hanlon.

Animosity between Bugas, an Astoria Republican, and Hanlon, a Mountaindale Democrat, was exacerbated recently by the longest session in the Oregon Legislature's history.

But little animosity crept into Bugas' announcement during the Astoria Area Chamber of Commerce noon forum.

Bugas simply said, "As for my future plans, I think, in spite of all the good advice I got from Chuck (Hanlon) recently in the newspaper, I'll run against him."

Bugas' remark, greeted by subdued laughter, referred to a news article in The Daily Astorian Aug. 25.

"I'll have to decide soon, because Hanlon will be tough to beat," Bugas said.

After the luncheon meeting Bugas said he hadn't filed yet as a candidate in the May primary. "I will shortly ...
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Nor does ... stated his ... have to be ... from state g...
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Bugas ex...

Seasonal total, this date a year ago

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Low a year ago	
High Thursday	
High a year ago	
Low this morning	
Low Thursday at Seaside	
High Thursday at Seaside	

WIN

Average wind Thursday	
Average wind a year ago	
Peak gust at airport Thursday	
Peak gust at airport a year ago	

TIDE

Forecast for Tongue	
Low	12:09 a.m
High	6:16 a.m
Low	11:57 a.m
High	6:08 p.m
Forecast for Tongu	
Low	1:09 a.m
High	7:27 a.m
Low	1:01 p.m
High	7:09 p.m
Forecast for Tongu	
Low	2:17 a.m
High	8:46 a.m
Low	2:16 p.m
High	8:23 p.m
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High	4:25 a.m
Low	10:22 a.m
High	4:40 p.m
Low	11:15 p.m

Bugas

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NORTH CO

LOCAL NEWS IN BRIEF

Big Creek Hatche
open Saturday

Visitors to Big Creek fish hatchery will get to see egg-taking fr
chinook during the hatchery's annual open house Saturday.
Ray Sheldon, manager of the Oregon Department of Fish and W
facility, said the open house will be from 8 a.m. to 5 p.m.
Visitors can watch the egg-taking process from 9 a.m. until noo
ODFW employees will guide tours of the hatchery complex from 1 to

Astoria Chamber studies plan to print, distribute area map

Columbia Press 9/10/81

A new, two-color street map of the Astoria-Hammond-Warrenton area is being planned by the Astoria Area Chamber of Commerce. The map would feature points of interest to tourists, including Fort Stevens and Fort Clatsop, a brief description of the history and photos of the area, a list of emergency telephone numbers, dates of community events, etc.

There are a number of companies located in other areas who currently publish maps of the area, it was noted, soliciting advertising from local merchants.

Chuck Farmer, president of the Astoria chamber, says the locally-produced map would meet the following criteria:

--Local printing, keeping advertising dollars in the area.

--Up to 50,000 copies would be printed initially for distribution to other chambers, visitor information centers and throughout the local community.

--Cost of the map would be borne by advertising sold to local businesses on an equal basis.

The chamber isn't interested in making a lot of profit, Farmer noted, so the cost to businesses would be kept as low as possible. The concept is to provide a service, to allow for the printing and mailing of the map without undue financial strain on the supporting businesses.

Further information is available from Farmer or chamber manager Jim Durham at 325-6311.

Rep. Bugas eyes state Senate seat



State Rep. Ted Bugas

By CHRIS GENNA
Of The Daily Astorian

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Bugas' remark, greeted by subdued laughter, referred to a news article in The Daily Astorian Aug. 25.

"I'll have to decide soon, because Hanlon will be tough to beat," Bugas said.

After the luncheon meeting Bugas said he hadn't filed yet as a candidate in the May primary. "I will shortly, barring any serious problems."

The deadline is March 9, 1982.

Bugas told his luncheon audience he thought he could do "at least as good a job" representing his district in the Senate as he had in the House, and if he were victorious, he wouldn't have to campaign for re-election every two years. A Senate term is four years.

Bugas blamed the 202-day legislative session on lack of leadership in both houses. The session was 30 to 45 days longer than it needed to be, he said, but after July 4, there had seemed to be no impetus to wrap up the Legislature's work and go home.

Nor does he think the job is over. He again stated his opinion that a special session would have to be called early next year "to cut more" from state general fund spending.

He said there was little danger of further tax increases, because most legislators "got the message" from their constituents. The defeat Tuesday of the Astoria School District's proposed operating levy clearly indicated voter reaction to tax increases, he said.

Bugas expanded on his reasons for running against Hanlon — and on his chances for success — in an interview with The Daily Astorian this morning.

"I feel it's timely for me to run," Bugas said. "The office is open, and we both have to run anyway. I don't think Chuck is properly representing the people of his district — in Washington, Columbia or Clatsop counties — as was evident in the last session when we disagreed so completely."

Bugas based those charges on what he called Hanlon's "weak" support for Port of Astoria development and his "totally unacceptable" position on the composition of the state Board of Forestry and the disposition of state forest timber receipts.

He doesn't anticipate being pressured by Republican House leadership to keep a relatively safe House seat under Republican Party control, Bugas said.

"I've talked this over with House leaders, where Chuck's ineffectiveness in the Senate was a general topic of conversation," Bugas said. "I'm confident a very solid Republican candidate will

See Bugas, Page 3

Chamber Committee Meeting — The Astoria Area Chamber of Commerce's People Places Committee will meet 7:30 p.m. Thursday in the Flag Room of the Astoria Public Library. Committee members will review project funding and locations for proposed viewing areas.

9-22-81

Summer '81 'spectacular' for tourism

By EMMET PIERCE
Of The Daily Astorian

Like some benevolent invading army, tourists have assailed the North Coast, making the summer of 1981 a banner year for the region's vacation industry.

Visitor counts at Astoria's state-funded border information center are up 14 percent over the same period last year. Those who depend on tourists for their livings say 1981 is the best year since the high-water mark of 1978.

"Spectacular" is Bob Scott's description of the summer tourist season. The supervisor of Fort Clatsop National Memorial said August visitor volumes increased 39 percent over 1980.

Total summer visitation at the fort exceeded last year's count by 27 percent. Some 105,000 persons have walked through Fort Clatsop's gates since January, making it one of Oregon's most popular visitor attractions.

"WE JUST BEAT the pants off 1980," said Bill Bell, manager of the Thunderbird Seafare restaurant in Astoria. "What we've got here is more tourists." His summer business increased "a good 5-8 percent" over 1980 and 10 percent over 1979.

"This is a very good recovery year," said Frank Howard, assistant travel director at the Oregon Department of Transportation. Throughout the state, a steady flow of visitors has made this summer the best since 1978, he said. He blames gasoline shortages and unstable fuel prices for sending Oregon tourism into a nose dive in 1979.

Astoria Area Chamber of Commerce Manager Jim Durham agrees. An abundance of gasoline may be the main factor responsible for the industry's comeback, he said. "People know they can get gasoline. As long as they know it's available, they're not afraid to get into their recreational vehicles and head out."

An estimated 90 percent of Oregon's tourists reach their destinations by automobile. Over the summer, Highway 101 functioned as a lifeline to Clatsop County, sending a steady flow of traffic and injecting the region with badly needed commerce. With the slowdown of the North Coast's fishing and wood products industries, tourism is the one bright spot in the local economy.

BUT TO MANY businessmen, tourism's strong showing came as a surprise. The season began slowly, with June business lagging behind 1980. The industry rallied in July and August. A survey by the state Department of Transportation showed travel along the Oregon coast in July increased 13 percent over the same period last year.

"I think we're getting more tourists," said Eldon Everton, state Highway Division Astoria district engineer. "July and August showed it." He reported that 116,092 vehicles crossed the Oregon-Washington border at the Astoria Bridge this July compared with 109,153 in July 1980.

August was even better with 134,412 border crossings compared with 126,617 for the same month a year ago. That's less than the all-time high of 135,138 reported in August 1978, but it still reflects a recovery trend.

Many of those who crossed the bridge apparently headed for the Clatsop County Historical Museum. The Astoria museum did a booming summer business, said Director Gloria Richards. "It's been great. It looks like we're going way, way over" last year's attendance. "Most of our days are well over 100 people."

Activity also increased at Astoria's Columbia River Maritime Museum, according to Associate Director Michael Naab. West of Astoria, at Fort

See Tourism, Page 5

Tourism

Continued from Page 1

Stevens State Park, camping is tapering off. But before their numbers began to dwindle, campers pushed 1981 summer statistics ahead of 1980 figures.

The peak month for campers was August, said clerical specialist Sherri Hammond. A total of 14,667 individual campsites were filled, compared with 14,353 in August 1980.

"IT'S A GREAT season," said Durham, who operates the border information center at the Astoria chamber under contract with the state government. In August, 11,509 persons visited the center, he said. He anticipates about 6,000 this month as the tourist season draws to a close.

All those associated with the vacation industry have reaped the benefits of greater visitor traffic, Durham said. Restaurant operators "have had such a good year they're looking forward to a rest," he observed. "Most people (in the motel business) are working 16 hours a day."

One busy innkeeper is Steve Martin who operates motels in Seaside and Cannon Beach. "It has been the best year we've ever had," he said. Although Seaside's vacation business is waning, Cannon Beach still has a steady supply of visitors, he added. And those who come to Cannon Beach are spending money.

"Cannon Beach is probably unique that way," the motel operator speculated. "The people who come here expect to pay the going rate." In other words, they're not shopping for bargains.

At the Thunderbird Motor Inn in Astoria, manager Bill Hutchens reports 1981 occupancy has averaged 77 percent compared with 72 percent in 1980. But it's difficult to gauge whether summer traffic was unusually heavy. "In the summertime we're filled every night," he explained.

Seaside restaurateur Bob Girtle says many visitors are on "mini" vacations this year. With money tight, they are traveling shorter distances and staying away from home for shorter periods.

Although many of Seaside's visitors are bargain hunters, they spend enough money to have a positive effect on the town's economy, Girtle said.

Dan Hair of the Seaside Motel Association said trade has been brisk. "Everyone I talked to (in the motel business) was a little slow in June and July, but August was fantastic."

SEASIDE CHAMBER OF Commerce official Peter Ter Har said trade in his city's business district was "way up" during the summer. In Cannon Beach, chamber of commerce President Alan Frojen is monitoring calls to the city's information center.

A total of 16,035 persons had telephoned, written or visited the center through Aug. 15, 1981, Frojen said. "That's 28 percent higher than the total for last year." He noted a large percentage of Cannon Beach tourists live within the state. Like Girtle, Frojen believes many Oregonians are taking vacations close to home to save money. What may be an economy move for some Oregonians has turned into a bonanza for those within the state's vacation business.

State Travel Director Shirley Eads has her own theory about the rise of tourism. "Maybe the economy isn't going to improve soon," she said. People "gave up their vacations last year." This year they're out to enjoy themselves before the financial climate worsens. "They've got a mind to go for broke."

Whatever the reason for their arrival, once they reach the North Coast those within the travel industry, encourage them to stay as long as possible. Tourists are urged to visit other points of interest within Clatsop County.

"ANYTHING THAT WE can do to keep the people in our area, to stay another day" is being done, said Durham. "We have the historic park (Fort Clatsop). Cannon Beach has the old town flavor. If you have a family that wants to run on the sand you send them to Seaside." People within the industry have adopted a cooperative philosophy, he said. "We complement each other."

The North Coast's busy vacation season was repeated throughout the state, said the Department of Transportation's Howard. He is keeping his fingers crossed in hopes it will extend into October.

"Tourism has been a bright spot in our economy," he said. "We've been hearing reports that September is booked pretty good. No, I don't think the season is over."

Astoria Bridge - cars crossing

	1978	1979	1980	1981
May	74,832	72,831	84,776*	79,580
June	87,197	81,896	90,975*	87,863
July	126,947	101,615	109,153	116,092
August	135,138**	120,785	126,617	134,412

* Includes Mount St. Helens traffic
** Largest month ever

Fort Stevens State Park - campsites filled

	1980	1981
May 22-31	2,048	958*
June	5,642	4,209
July	11,920	12,464
August	14,353	14,667
Sept. 1-8	1,184	2,711

*Park partially closed during May
Doesn't include group campsites or campsites for hikers and bikers

Including Rainbow Creations'

9-23-81

Port commissioners approve leases

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners amended leases with Overbay Woodworking and Lektro Inc., Tuesday and approved new leases with Rainbow Creations Inc. and Irish Blacksmiths.

In a 20-minute public meeting following a 2½-hour executive session, commissioners approved all four agreements without discussion and with unanimous votes.

In a matter related to the Rainbow Creations lease, commissioners directed port staff members to take the formal actions necessary to accept a $184,897 insurance settlement from Rollins Burdick Hunter of Oregon Inc., the port's fire insurance company.

Rainbow Creations, a manufacturer of needlecraft stitchery kits, leased port property near Pier 2 until a fire Aug. 26 destroyed the building and the company's inventory.

The Rollins Burdick Hunter offer would be settlement for the port's loss in that fire.

UNDER TERMS OF the new Rainbow Creations lease, the company will lease the southern half of the large former hangar building at port-owned Clatsop County Airport in Warrenton. Rainbow Creations will pay $600 a month for the approximately 35,000 square feet of floor space. The lease runs one year.

That facility was leased last year to Lektro Inc., a manufacturer of battery-driven industrial equipment which then occupied the north half of the former hangar.

Lektro President Wilt Paulsen had offered the southern half of the hangar to Rainbow Creations just after the fire, but the port doesn't allow its tenants to grant subleases.

So port officials amended Lektro's lease to reflect that for the coming year, Paulsen will lease only the north half of the building and nearby fenced-in concrete apron. Paulsen's rent for the next 12 months will be $1,190.

Port commissioners agreed, in the Rainbow Creations lease, to pay for $21,000 in improvements to the hangar to make it suitable for the company's use. But commissioners declined to buy, and lease back to Rainbow Creations, $136,950 in tools and equipment Rainbow Creations owners said they would have to replace in the wake of the fire.

PORT OFFICIALS SAID they couldn't afford to do that and still have the money they would need to erect a permanent building for Rainbow Creations when the one-year emergency lease has expired.

Commissioners amended Overbay's lease to allow the firm to expand into half the space vacated when W.W. Logging moved out of its half of the airport building W.W. shared with Overbay. Overbay will pay $262.50 a month for 7,500 square feet of space.

The remaining space in "Building No. 9" at the airport industrial park will be leased to Dwight Irish, who is doing business as Irish Blacksmiths. Irish will pay $87.50 per month for 2,500 square feet.

Both leases, to Irish and Overbay, expire on the same date: July 31, 1984.

9-23-81

This fits into the scheme

Evidence of the Port of Astoria commission's intention to broaden its role is turning up in several ways.

Something that would have seemed preposterous to port management not so long ago turned up the other day in the form of an announcement that the port commission would participate in launching the "people places" project on the Astoria waterfront.

As designed by architects employed by the Astoria Area Chamber of Commerce in 1977, the People Places project would create small riverfront parks for resting and looking along a pathway between the port docks and the new Columbia River Maritime Museum.

Port management proposes to build an observation platform at the Southwest corner of Pier 1 together with landscaping the entryway to port offices. This is an appropriate place to start because the visitors' information center in chamber of commerce offices is there. Visitors could observe the loading of ships and be encouraged to walk the waterfront.

We are encouraged by this example to think port management will seek to assist other communities within the port district with tourist industry-related projects they can accomplish with just a little help from the outside. It is a proper role which port management for too long disregarded.

In the scheme of economic development, which the port district can assist to a greater degree than any other jurisdiction, tourism has an immense potential. Anything that will bring visitors and keep them here doing and looking should be assisted.

THE DAILY ASTORIAN
An Independent Newspaper

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Open Forum

9-30-81

Responds to Bugas

State Rep. Ted Bugas seems to have political ambitions. He also displays a conveniently selective memory, one that blots out any facts that conflict with the impression he may be trying to create. He refers to the occupant of the state Senate seat he so obviously covets as "ineffective."

Bugas seems to have forgotten that Sen. Charles Hanlon, in his freshman session, introduced the concept of revolving fund loans for port districts that has since become an important part of port development throughout the state.

Bugas seems to have forgotten that in 1977 Hanlon played a key role in the passage of a historic timber severence tax which included the "Hanlon Amendment," a provision that saved taxpayers of this district an estimated $17 million.

Bugas has forgotten that in 1978 it was Hanlon who "authorized" the historic Ballot Measure 11 which went on to become the model for Oregon's present property tax relief law.

Bugas seems to have forgotten that through four legislative sessions Hanlon has worked and sometimes played a critical role in fashioning sensible land-use legislation intended to be fair to all, landowners as well as non-landowners.

Bugas has very conveniently forgotten that it was Hanlon who worked to propose a useful solution to the log-export ban problem during 1981 and that Bugas himself was a member of the conference committee that failed to reach any sort of agreement on the measure thus leaving the problem unsolved and those whose livelihoods depend upon that industry up in the air for another two years.

Bugas seems to have forgotten that in 1979 Hanlon personally wrote and guided to enactment a bill that preserved the right of cities (particularly Astoria) to manage forests within city limits. Bugas had earlier voted for a bill that would have deprived the city of that measure of local control.

And where was Bugas in 1981 in regard to SB 476, a bill that was intended to save taxpayers of Clatsop, Columbia and Washington counties along with other Western Oregon counties as much as $42,687,496? Hanlon lead the Senate debate — successfully — but the bill failed to even get a hearing on Bugas' side of the Legislature.

As for Bugas' efforts regarding port legislation, the community needs to know the full story of that contorted attempt at strong-arm legislation. In due time, it will be told including the fact that it was Hanlon who finally cleaned up Bugas' language and thus saved the Clatsop community from being unnecessarily shackled in its efforts to use its most valuable maritime facility.

I don't blame Bugas for trying to forget that in Salem he has a reputation for using the shelter of the legislative assembly to libel those who disagree with him. One such outburst during the 1981 session called forth an especially sharp public rebuke by a statewide commentator.

Finally, it has been said that there may be no effective defense against demogoguery, no way to combat a man intent upon personal vilification. I don't agree. Truth will do. Not just selective truth, but rather full truth. If Bugas wants to be a senator, let him demonstrate why he is qualified to be one. If his best effort is personal vilification, invective, partial truths concerning the incumbent, then perhaps he has no case on his own behalf.

Regardless of what my own role may be in the coming campaign, I will not stand by and see my constituents become the victims of demogoguery.

CHARLES HANLON
State Senator
District 1

Astoria to Portland run

9-25-81

Greyhound proposes bus route change

By BEN SILVERMAN
Of The Daily Astorian

Astorians may find Greyhound's proposed new schedule for Astoria-to-Portland service disadvantageous. Those who want to protest the schedule change to Oregon Public Utility Commissioner John Lobdell should do so as soon as possible, says "Casey" Jones, a PUC staff member.

The change is scheduled to take effect Oct. 25, but the PUC has the authority to hold hearings and overrule the change.

Under the proposal, three buses a day would continue to connect Astoria with the Rose City, but the most popular run would be replaced with a schedule which takes five hours and travels via Tillamook.

Currently a 10:25 a.m. bus from Astoria runs on Highway 30 and arrives in Portland at 12:50 p.m. Lynda Garner, who has a contract with Greyhound Bus Lines to manage the Astoria Greyhound terminal says that the bus is the busiest "by far" of the three daily runs.

However, under the proposed change, that bus would be eliminated, and Astorians who wanted to make a late morning bus trip to Portland would leave here at 11 a.m. for Seaside, change buses, depart Seaside at 12:15 p.m., and travel through Tillamook, arriving Portland at 3:55 p.m.

The other two runs would be 4:50 p.m. via Highway 30 to arrive in Portland at 7:15, and 7:30 a.m. via Seaside to arrive at 9:57. The 7:30 bus represents no change from the current schedule.

Ms. Garner says the 11 a.m. Astoria-Seaside-Tillamook-Portland connection is impractical and likely to be unpopular. "Nobody's going to get on the bus here and ride for five hours" to get to Portland, which is just a two-hour drive away, Ms. Garner said.

And, adds Jim Durham, Astoria Area Chamber of Commerce manager, Astorians will lose the opportunity to make good connection with eastbound and southbound buses out of Portland if the current 10:25 a.m. run is canceled.

Astorians who want to submit written comments about the schedule change may write Lobdell at the Labor and Industries Building, Salem 97310. Hearings may be held in Astoria, Seaside, Tillamook and-or St. Helens concerning the change, Jones said. Mrs. Garner said "St. Helens is in an uproar" over the proposal.

Dan Saula, an official for Greyhound in Portland, says the schedule change is to be implemented to save fuel and operating expenses.

Columbia Press, October 1, 1981,

'People' plans get 'shot in arm'

By Georgiana Blomberg

A committee originally formed five years ago to study and instigate renewed interest in and development on Astoria's waterfront has itself gotten a recent "shot in the arm," explained its originator, Don Budde, at the rejuvenated committee's first meeting Sept. 24.

The shot in the arm was the port of Astoria's recently announced renovation plan which is to include, among other improvements, the construction of an observation platform and restriction of pedestrian and vehicular traffic at the port docks. This, said Budde, is project No. one in the People-Places plan.

Tom Notos, deputy Director of Development and a member of the People-Places Committee, called the project "a double bladed axe."

"We too," he said, "want to have people interested in what the port is doing." This jibes well with visitors' interest in port operations, enhanced and in some cases caused by the proximity of the Astoria Area Chamber of Commerce to the Port. Notos said the project will be completed by next spring.

"This can be a rainy day project," he said. Though other jobs such as painting must be done in fair weather, rain won't hurt the wood planks. The port will fund the entire project, and Notos stressed the community's support for the port's expenditures of time and money on it.

Port employees will build the structure, possible aided by students of CCC, Astoria High School, and the Tongue Point Job Corps Center.

So much for Project No. one, the shot in the arm. Where will the revitalized People-Places Committee go from here? That is the question they'll be trying to answer next. What aspect of waterfront redevelopment should be undertaken next, and where will the money come from to do it?

Five years ago, the Committee, with a $500000 Technical Assistance Grant from the Economic Development Commission, Commissioned Architects Atelier-NW, the same firm which designed the portion of Seattle's waterfront that had first impressed and inspired Budde to start the committee, to come up with some ideas for Astoria's waterfront. They produced a booklet, "Waterfront 'People-Place's System", which set forth a general plan for waterfront redevelopment in Astoria from Pier 3 to the new Maritime Museum. This plan is comprised of several relatively distinct "projects." The People Places Committee hopes to tackle these individual projects, or perhaps new ideas with local support, one by one. The question is, what facet of their dreams of a revitalized waterfront can they approach next?

Committee head Roy Hammond said that one of the projects discussed earlier, before the Committee went into its brief retirement, was the creation of a small, green waterfront park in the area directly under the Washington bridge. Hammond noted that at this point, ships pass as close to shore as anywhere on the river, and that this project would be perhaps cheaper than others. As committee member Stan Hauer, pointed out, this project would appeal not only to tourists but to local residents. It would "get them down off the hill to the waterfront on sunny days," he said.

There are problems to be overcome before this or any project can be undertaken, however, and most of them revolve around the question of funding. The committee formed two tentative subcommittees--site selection and funding-- and delayed specific discussion of both of these issues until some of their technical aspects have been more thoroughly investigated. The question of ownership of waterfront lands, for example, must be straightened out before discussion of site-selection can begin.

Other issues to be dealt with include a forging of some working relationship with Burlington Northern Railroad, whose tracks are a rather major feature of Astoria's waterfront; and the omnipresent problems of funding sources.

The committee will meet on the second Thursday of every month at the Maritime Museum, at 7:30 p.m. The next meeting is on Oct. 8. The degree to which Committee membership is open or closed is unclear but, official member or not, interested persons are encouraged to attend and participate in future meetings.

10/7

Greyhound route change suspended

By BEN SILVERMAN
Of The Daily Astorian

Greyhound Bus Lines' proposal to change its daily schedules between Astoria and Portland is off, at least for now.

The proposal, which was to have taken effect Oct. 25, was suspended indefinitely Tuesday, E.G. "Casey" Jones of the motor carrier section of Public Utility Commissioner John Lobdell's office said today. The PUC has the authority to overrule proposed Greyhound schedule changes.

The proposed schedule would have been far less convenient for Astorians wanting to make day trips to Portland than the current schedule, said Lynda Garner, who has a contract with Greyhound to manage its Astoria terminal at Ninth and Duane streets.

The most popular bus run from Astoria to Portland leaves daily at 10:25 a.m., travels Highway 30 and arrives at 12:50 p.m. It would have been discontinued in favor of a connection through Seaside and Tillamook which would have taken almost five hours, arriving in Portland at 3:55 p.m.

Jones said Lobdell signed an order of suspension concerning the change Tuesday. The suspension -- and the current bus schedules — will continue at least until a hearing is held, but none has been scheduled. At least a month will pass before the hearing is held.

Ms. Garner said she was pleased at the suspension. She had predicted the new schedule would be unpopular.

Jones said about 60 letters of protest from Clatsop County and Columbia County residents reached the PUC office. From Tillamook, about 300 letters and petitions bearing 600 signatures protesting the change were received, he said. The proposed changes would have made it impossible for a Tillamook resident to make a round trip to Portland by bus without staying overnight.

Jones said Lobdell might have ordered the suspension even without all the protests. "It would have appeared to us that it would have disturbed the public interest," Jones said.

Greyhound's other two daily Astoria-to-Portland runs are at 7:30 a.m. via Seaside, arriving at 9:57, and 6:55 p.m. arriving at 9:20.

Dan Saula, a Greyhound official in Portland, had said the reason for the schedule change was to save money on fuel and driver's wages. The change would have enabled Greyhound to consolidate routes between the North Coast and Portland.

10/7

People Places Committee — The Astoria Area Chamber of Commerce People Places Committee will meet 7:30 p.m. Thursday at the Columbia River Maritime Museum. Chairman Roy Hammond said committee members would preview and identify potential "People Places" sites using a slide program. The project envisions several small parks and open spaces along the waterfront connected by a path from the maritime museum to the port docks. Hammond said he hoped people interested in working on the plan would attend Thursday's public meeting.

9-24-81

Rainbow gets lease on hangar

The Port of Astoria Commission cleared the way for Rainbow Creations to set up business in one of the two hangars at Clatsop Airport at a special meeting Monday, voiding a lease signed by Lektro for one year and offering a one year lease to Rainbow Creations at a reduced fee.

The commission also signed leases with two other businesses, one for an expanded space in Building 9 and the other a new tenant. Ed Overbay Woodworking will now occupy 7,500 sq . ft. of the building and Irish Blacksmiths will take the other 2,500 sq. ft.

In addition to giving Rainbow a lease at a reduced monthly rental of $600 (Lektro pays $1,190 per month), the commission agreed to put in $21,000 in improvements, including a counter and sink, electrical work and fixtures and an overhead door for loading and dock as well as painting and plumbing. It was noted that the improvements could be either moved to a new building which the port hopes to build for Rainbow Creations at the Industrial site or assumed by Lektro when the lease expires Sept. 30, 1982.

The reduced fee was offered Rainbow in lieu of the port purchasing and leasing equipment needed by the firm to resume uoperations.

The rental fee for Overbay and Dwight Irish was pegged at 3.5 cents per square foot or $262.50 per month for Overbay and $87.50 for Irish, who is presently located in the Bergerson Industrial Park at Fort Stevens.

It was noted that the improvements could be either moved to a new building which the port hopes to build for Rainbow Creations at the Industrial site or assumed by Lektro when the lease expires Sept. 30, 1982.

10-12-81



The Daily Astorian—CHRIS GENNA

Russell Fluhrer, left, and brother Fred stand beside their 1,000-board-foot gift to the Columbia River Maritime Museum.

Cedar block donated for museum sign

Two members of a pioneer Astoria family have given the Columbia River Maritime Museum a huge block of cedar to be used as a sign at the museum's new building.

Russell and Fred Fluhrer, owners of a shingle mill in Kalama, Wash., that is the largest producer of cedar shingles and shakes in the nation, delivered the mammoth timber last week.

The timber, 32 inches wide, more than a foot thick, and about 30 feet long, is a single piece of wood. Russell Fluhrer said the brothers purchased it in British Columbia.

Fluhrer said the destruction by fire of their Astoria shake mill several years ago didn't end their involvement in the forest products business, which the family has been in continuously since 1891.

He said the company still operates a wholesale wood products brokerage in Astoria.

It took all their talent to locate the cedar "stick" for the museum, he said. The timber contains no heartwood, Fluhrer said, but was cut from one side of the tree.

That means the tree could have been twice the size of the timber. Fluhrer said the timber is worth more than $1,000.

Jerry Gustafson, a former Astorian now employed by Tumac Lumber Co. of Portland, arranged for trucking the timber from B.C. Forest Products' Maple Ridge, B.C., Division to Astoria, Fluhrer said.

10/14/81

Port OKs corn transshipment deal

By CHRIS GENNA
Of The Daily Astorian

The Port of Astoria grain elevator could be back in operation in a week, storing corn from Eastern Washington and loading it aboard ships bound for South Korea.

Port Executive Director Floyd Shelton announced Tuesday that the port had entered into a six-month agreement with Ste. Michelle Vintners Inc., a wholly owned subsidiary of American Tobacco Co., to supply livestock feed corn to a South Korean cattle feed assocation.

Corn could begin arriving at the port as soon as next Wednesday, Shelton said. The port itself will be the operating agent at the elevator, breaking a tradition that continued from the time the elevator was built to the time it was last used in 1977.

That means the port also will be responsible for moving on port property the railroad cars in which Burlington Northern will bring the corn; port employees have refurbished for that purpose a diesel switch locomotive the port acquired in 1975.

Shelton said he expects the trains to be about 10 cars long, though the port could handle trains 18-20 cars long and still avoid demurrage charges. He said the trains will be arriving every few days.

The operation is expected to provide about 12 longshoremen with jobs for the duration of the contract, said Tom Notos, port community development chief.

Port commissioners approved the agreement late Tuesday after an executive session during which they discussed terms.

Shelton wouldn't reveal the quantity of corn to be shipped under the agreement, the unit cost or the total cost South Koreans will pay for the corn at the port.

Shelton said the deal was landed because of the port's innovative rate setting, and to reveal those figures would put parties to the agreement in a poor competitive position.

Shelton said the agreement is short-term and provides little port revenue. "We set our price at the minimum just to get the system moving."

But he said the shipments' greatest value is in what it portends for the future. "We hope this is just the start of much greater things," he said.

Shelton said the deal was the result of a marketing program the port initiated several months ago. That program has included a number of trips abroad he and other port officials have made to meet with foreign shipping interests.

He revealed that port officials came across the opportunity to move corn "in our relations with many (South) Korean officials to whom we already were talking about future bulk commodity movement." He declined to elaborate.

Shelton said the movement of corn from Eastern Washington will test a transportation system that would be necessary for any future large-scale port development.

The corn trade, in that sense, Shelton said, can be used to "debug" the whole transportation system, including use of Burlington Northern's branch line from Portland and port handling of a bulk commodity.

"It gives us the opportunity to get experience we can build on with future commodity movements," he said.

Because of the port's dredging program, the port now can guarantee the 40,000-ton Korean ships will have adequate depth in the berth at Pier 1, alongside the elevator, Shelton said. He said the berth should be 41 feet deep throughout its length by Tuesday.

He said the port was able to respond to a request to transship corn this season only because the current port management staff includes several people with expertise in a number of areas. "We could get this deal only because of the depth of staff the port has now," Shelton said.

"Greg Baker, Tom Notos, Roger Shannon and myself all have devoted most of our time during the past two or three weeks to this operation," Shelton said. "Time would have been too short, and dealings too complicated, to manage it with the past port management structure. In fact, other deals like this may have passed because the past management couldn't handle it."

Shelton also lavished praise on the International Longshoremen's and Warehousemen's Union. "Without the

See Corn, Page 3

10-14-81

Corn

Continued from Page 1

enthusiastic support of ILWU Local 50, we couldn't have completed the deal in time."

Shelton said the cooperation of numerous state and federal agencies had been essential in getting the long-idle elevator into operation on such short notice. "The bureaucracies moved at a speed we don't see very often," to certify the elevator for use, he said.

Shelton mentioned state and local fire marshals, the federal Occupational Health and Safety Administration, the state accident prevention agency and the federal grain inspection service.

Shelton said a waiver signed by the grain inspection agency was a key to getting the elevator in operation.

The elevator fails to meet several minimum federal standards, but a waiver was granted because the South Koreans essentially are moving their own corn — South Korean agriculture experts are raising the corn on land leased from Ste. Michelle.

But Shelton acknowledged that "the federal grain inspectors were very specific about our chances to get an extension on that waiver." Before the elevator can go into prolonged use, a ventilation system costing thousands of dollars would have to be installed, he said. "But you have to start somewhere."

10-13-81

- LOCAL NEWS IN BRIEF

Highway projects hearing Thursday

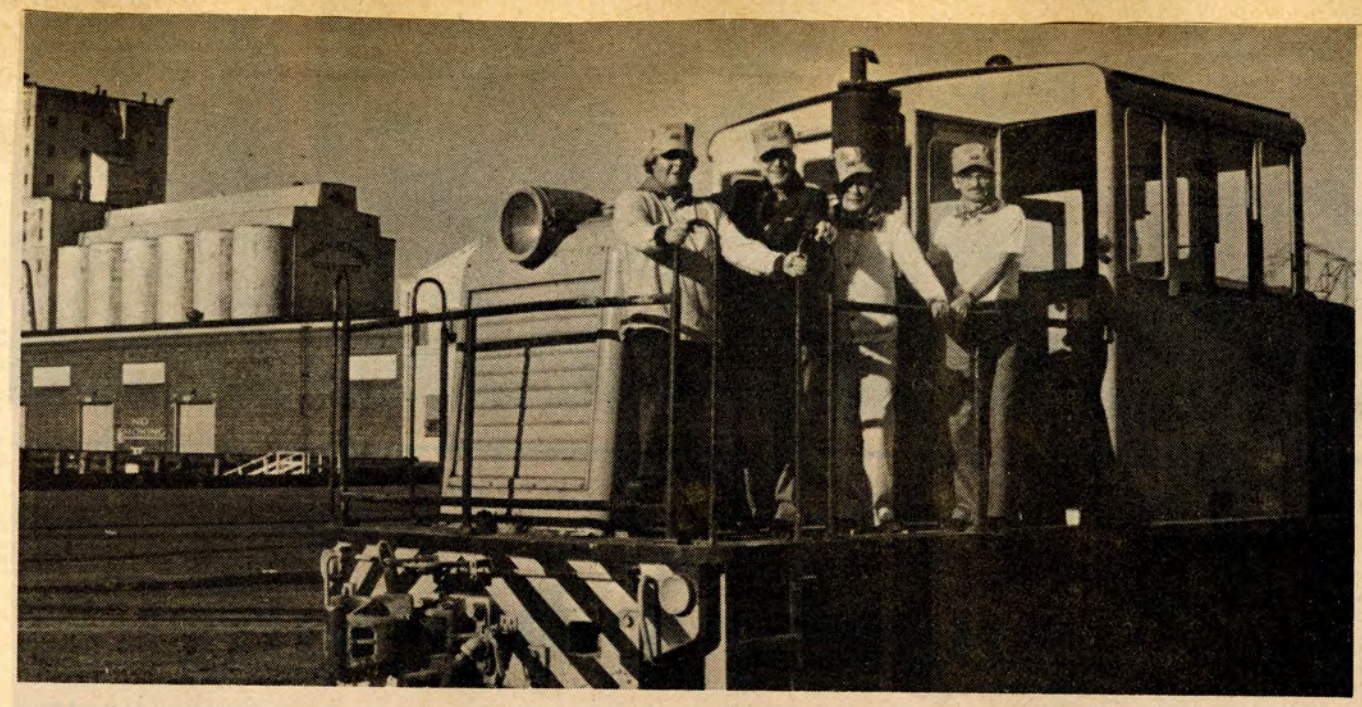
The state Highway Division will hold a public meeting in Astoria Thursday to gather comment on projects proposed in its new six-year highway improvement program.

The preliminary program outlines projects the division plans to begin or complete during fiscal years 1982-87. Five Clatsop County projects are included in the program, but a planned $3.9 million overpass at the Cannon Beach Junction has been dropped.

The state Transportation Commission will make a final decision on the projects after the Astoria meeting and other meetings to be held around the state. The preliminary program could be changed if the commission receives strong objections to including or deleting specific projects, a division official said last week.

For example, the Cannon Beach Junction project at the Highway 26-Highway 101 intersection could be restored to the list if commissioners were persuaded it is essential.

The meeting will begin at 7:30 p.m. in the district court of the Clatsop County Courthouse.



The Daily Astorian—CHRIS GENNA

Corn's acomin'

10/14/81

Port of Astoria commissioners, obviously in high spirits over the prospect of signing an agreement Tuesday to transship corn through the port's grain elevator, decided to get a little "corny" themselves. Four of them donned caps and bandannas to play "Casey Joneses" on a local version of the "Cannonball Express."

The port's switch engine will play a key role, hustling corn-laden rail cars about port property over the next six months, but commissioners declined the honor of driving it. Left to right are, Roy Niemi, Henry Desler, Nick Zafiratos and Fred Shaylor.

Legislature may get Astoria quitclaim issue

10.13.81

SALEM, Ore. (AP) — The state Lands Division released a study today identifying 72 parcels of filled land in Astoria worth about $7.7 million which may belong to the state and not to the people who have been paying the taxes.

The parcels total about 58 acres and are located mostly in downtown Astoria, according to a list Lands Division Director Ed Zajonc presented the Land Board.

The division compiled the list at the request of the Land Board when it was discovered last summer that apparently a number of Astorians had not taken advantage of the 1969 Astoria Quitclaim Act. That law gave occupants of filled land owned by the state two years to file a quitclaim through which the state would give up its interest in the land.

Zajonc suggested to Land Board members Gov. Vic Atiyeh, Secretary of State Norma Paulus and Treasurer Clay Myers that similar legislation be introduced in the 1983 Legislature to clear the question of title to the 72 parcels.

"It would be in the best interest that we honor the spirit and intent of the original legislation," said Zajonc.

"Let's just do it one more time and clean it up," agreed Atiyeh.

The Land Board plans to meet Monday in Astoria to continue discussion of the quitclaim problem.

Stan Hamilton of the Lands Division said the value of the land involved is estimated at $3.1 million and the value of improvements to the properties is an additional $4.6 million.

"These values are very approximate because in some cases tax records do not have the values separated out," said Hamilton.

He said taxes paid in 1980 by occupants of the land totaled $121,000.

The City of Astoria, Clatsop County and the Port of Astoria are among those claiming ownership of some of the parcels.

Hamilton said part of the Thun-

See Quitclaims, Page 2

Continued from Page 1

derbird Motor Inn apparently is located on submersible land that may belong to the state. The Lands Division list also shows that the Armed Forces Recruiting Center and Peace Lutheran Church are located on contested parcels. Most of the filled land parcels are occupied by small commercial businesses including a beauty shop, business equipment store and several grocery stores. A few of the parcels are occupied by homeowners.

"We have not contacted any of these people directly," said Hamilton. "It's going to be a surprise. This is the first complete list we've had."

He said the division has been working on the project on and off for a long time.

"At one time, it was not terribly high on our list but then we began to find a lot of parcels occupied by people that hadn't applied for quitclaims and it became significant," he added.

State Land Board meets here Monday

10.14.81

Oregon state government's three top elected officials will visit Astoria Monday for a regular meeting of the State Land Board.

Gov. Vic Atiyeh, Secretary of State Norma Paulus and Treasurer Clay Myers will hold a press conference at 9 a.m. in the Clatsop Community College Performing Arts center, followed by a State Land Board meeting at 9:30 a.m.

The meeting will be televised to Cox Cablevision subscribers on college television Channel 7.

A spokeswoman for the Division of State Lands, the Land Board's staff, said the board recently has made a practice of holding one or two meetings each year in various locations around the state, rather than meeting only in Salem.

Several items on the board's agenda are of interest to Astoria-area residents, and that fact played a part in the board's decision to meet in Astoria.

The three land board members will discuss two recently completed studies regarding the use of state-owned property at Tongue Point, east of Astoria.

They will discuss ownership of filled lands in Astoria, some of which still are claimed by the state as submerged or submersible lands.

Atiyeh, Paulus and Myers will consider an extension of the completion date required of the Columbia House condominium in that developer's lease of state land on Astoria's waterfront.

And they will be briefed on the progress of the division's study of the navigability of Oregon rivers.

Jim Durham, manager of the Astoria Area Chamber of Commerce, said the three officials will be guests at a special chamber forum at noon Monday at the Astoria Golf and Country Club.

Durham said the country club can seat about 200, and those who wish to attend the forum should make reservations before the end of the business day Friday by calling the chamber office, 325-6311.

Port deeds land to Coast Guard

10/15/81

Air station growth okayed

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners took the final step Tuesday in giving four small parcels of land at Clatsop County Airport to the U.S. Coast Guard to allow expansion of the air station there.

At the same meeting, commissioners decided to grant an option to purchase two thin wedges of land beside Marine Drive to the Oregon Department of Transportation so the state Highway Division can pave a left-turn refuge at the East Mooring Basin.

The expansion will allow improved facilities for the basing of two medium-range jet patrol aircraft there in 1983.

The Coast Guard will build new quarters and recreational facilities at the air station, and pave a new access road to its property and taxiway to Runway 3-21.

Port Deputy Director Roger Shannon, responding to a question from Commissioner Nick Zafiratos, said planning for the Instrument Landing System (ILS) which the U.S. Federal Aviation Administration has proposed for the airport is proceeding on schedule.

Shannon said the Warrenton Planning Commission this week was to consider the port's dike relocation request, a proposal to move a dike on Youngs Bay just west of the Lewis and Clark River, to make room for the ILS installation.

The FAA plans to begin construction of the electronic aid, which will allow airplanes to land at the airport during periods of reduced visibility, next spring, Shannon said. Construction should be completed by fall of 1982.

The option which port commissioners granted to the state will allow realignment of a curve in Marine Drive from the site of Hauke's Sentry Market to 36th Street.

Thirty-sixth Street north of Marine Drive is the access road to the East Mooring Basin and the Oregon State University Seafoods Laboratory.

Tom Notos, deputy director for port development, said Highway Division officials also had discussed widening Marine Drive at that point to allow cars which are eastbound on Marine Drive to pass on the right of cars stopped to turn north onto 36th.

The state agency would pay the port $1,825 for the land if it exercises the option.

In other business, Zafiratos nominated 14 persons to serve on a port development committee. All of them, as well as Zafiratos, were appointed to the new panel.

The 14 individuals Zafiratos nominated represent a broad cross-section of residents of the countywide port district, he said.

The names Zafiratos submitted for commission approval include Mike Maki, Seaside insurance agent; William A. Ter Her, Gearhart, retail merchant; Hugh Mason, Warrenton businessman; Bill Van Dusen, Astoria businessman; Jon England, Astoria businessman; Darrell Davis, Astoria businessman; Chuck McBride, Astoria longshoremen's union president; Roberta McCallister, Astoria retail merchant; Glen Yates, Astoria, county mental heath center official; Fred Jerrelle, Astoria bar pilot; Mary Jo Rudat, Astoria housewife; Roy Hagglund, Astoria retiree; Joe Camberg, Seaside, businessman, and Frank McIntyre, Astoria builders' union official.

Camberg and McIntyre have been unsuccessful candidates for the port commission. McIntyre once was appointed to fill a vacancy on the commission, however.

Commission Chairman Fred Shaylor said vacancies remain on the committee, and persons who are interested in serving on it should contact one of the port commissioners.

In other matters, commissioners:

— Learned port staff members have notified Lektro Inc. that the small-vehicle manufacturer is in default of its lease of port property.

Lektro, which occupies the north half of the large former hangar at the airport, had agreed in a lease to paint the hangar by Nov. 1, 1980. Notos told the port commissioners he had formally notified Lektro officials they were in default of that lease provision.

Greg Baker, port deputy director for finance, said if there is no response from Lektro, the port could contract to have the building painted and bill Lektro for the work.

— Learned that Rainbow Creations Inc. is now located in the southern half of the airport hangar building, and has begun improvements which would allow the latch-hook craft kit manufacturer to get back in operation.

Notos told commissioners planning continues toward a permanent facility to house Rainbow Creations. He said the port presently is waiting for Rainbow founder Ed Berman and President Ron Berman to supply financial details needed to proceed further.

— Approved a payment of $500 for membership in the Pacific Coast Association of Port Authorities.

10/15/81

Portland port agrees to Astoria pact

The Port of Portland and Port of Astoria have become partners to maintain the ports' competitive position on the West Coast and work on projects of mutual interest.

Portland port commissioners approved a resolution Wednesday that binds the ports in projects related to the promotion and development of the Columbia-Snake river system and development of lower Columbia port facilities.

Port of Astoria commissioners approved a similar resolution Sept. 10.

Lloyd Anderson, Port of Portland executive director, said the agreement includes sharing costs in technology and research that may result from some of the projects the ports wish to support.

Projects the ports will pursue include the proposed Bonneville Lock and funding for the Columbia-Snake river system ports development planning study.

The ports also plan to work on construction of a new U.S. Army Corps of Engineers hopper dredge for the Columbia River bar, and completion of corps studies and funding for additional review of deepening the Columbia bar navigation channel.

Representatives for the ports say they will jointly oppose increases in waterway user fees and local cost sharing and replacement of the Burlington Northern Bridge over the Willamette River.

At meeting on highway plan

10.16.81

Support voiced for C.B. junction work

By JAMES HOLMAN
Of The Daily Astorian

If the state Highway Division decides to put off construction of a Cannon Beach Junction overpass, it should come up with an interim solution, Cannon Beach Mayor Lucille Houston said Thursday.

Ms. Houston told division officials at a public meeting in Astoria the overpass should be left in the agency's six-year highway improvement program. But if the $3.9 million project, which had been scheduled for construction bids next month, is deleted, "something sensible that would not involve just a signal light" should be done to improve traffic flow at the hazardous intersection, she said.

The mayor was one of nine people who commented on the division's proposed highway improvement program. The Astoria meeting was one of a series being held around the state to gather comment on the state government's highway maintenance and construction plans for fiscal years 1982-87.

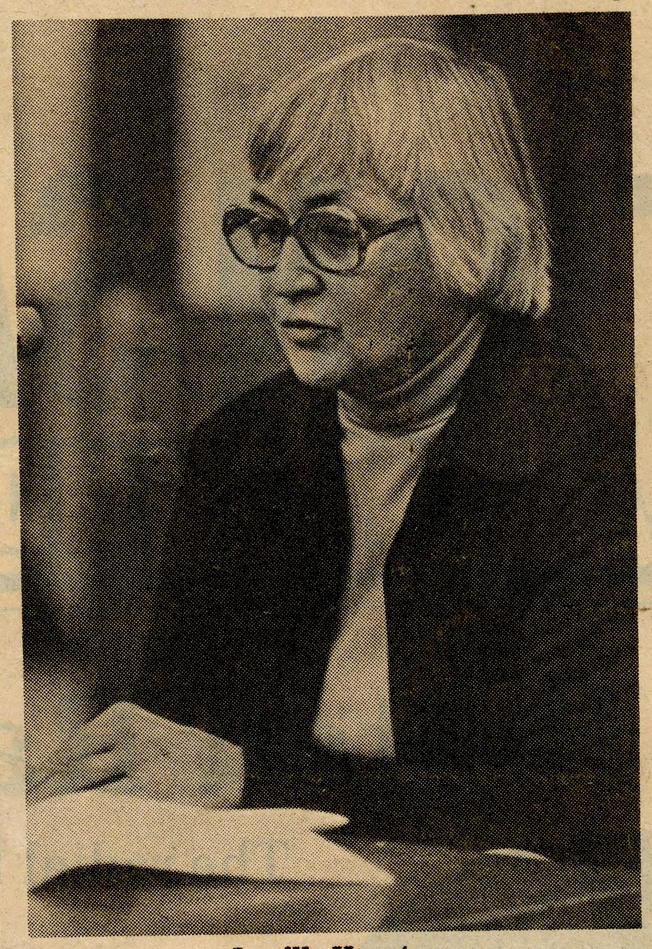
Transportation Commission member Peter Brix, who is president of Knappton Corp., Chuck Frederickson, Region 2 engineer, and Bob Blensley, policy and program development manager, explained the Highway Division's six-year program and answered questions about it.

FIVE CLATSOP COUNTY projects are among those to be completed or begun in the next six years. They include replacement of the John Day River Bridge on Highway 30 at a cost of $600,000. Nine Tillamook County projects are proposed, including replacement of the Nehalem River Bridge on Highway 101 at a cost of $7.7 million.

Besides the overpass at the intersection of Highway 101 and Highway 26, four Tillamook County projects that have been in the previous highway improvement program have been deleted from the new program, Frederickson noted.

"The basic problem is . . . we're short of money," Brix said. The commission will adjust the program after the series of meetings to reflect what it believes are the priorities for the area . . . those most important for the people there," he said.

Many of the projects depend on approval of a gas tax ballot measure next May, he said. The 1981 Legislature approved increasing the state gas tax from 7 cents a gallon to 8 cents a gallon effective in January. The ballot measure, if approved, would increase the gas tax 1 cent additional each year to a maximum of 11 cents in 1984.



Lucille Houston

MS. HOUSTON SAID South County residents understood "the tenuous nature of funding" the division faces. "But we must be concerned now with how best to use the money," she said, rather than how to get more.

The whole North Coast is affected by the "bottleneck" at Cannon Beach Junction, she said, and the primary issue is safety, rather than economics. The accident rate at the junction is much higher than average, she said. "We may have to back off from the $3.9 million figure, but we must do something there. There are lives involved."

Seaside Mayor Joyce Williams asked the division to consider deleting other projects so the overpass could be built, citing its importance to the North Coast's growing tourist economy.

Cannon Beach Chamber of Commerce President Alan Frojen said traffic on Highway 26 "has been increasing dramatically," worsening the problem. "There is no point on the coast highway where there is more congestion and danger than at the Cannon Beach Junction."

JANET REKATE, A member of the Cannon Beach Planning Commission, asked the division to consider an interim solution, "a Band-Aid solution, if you will, but one that will work." The project has been promised for so long that the Department of Transportation's initials — DOT — should stand for "Do Oodles Tomorrow," Ms. Rekate joked.

But the division's traffic safety engineers have been hesitant to recommend a solution to the junction problem that doesn't involve an overpass, Frederickson said. "Our traffic safety people have said a structure is the only way to handle the volume there safely."

Nonetheless, Brix promised the commission would "give some serious consideration to the Cannon Beach project," but added that approval of the May gas tax ballot measure could be the key to approval of that and many other construction projects throughout the state.

The only other project to receive comment was the long-sought Highway 30 Astoria bypass. The project isn't in the six-year improvement program, but John Supple, Astoria Area Chamber of Commerce Transportation Committee chairman, asked the division to consider it.

"The relocation of Highway 30 would have a direct effect on the Port of Astoria as well as the beach communities. We must remove that bottleneck for the port to be viable," Supple said.

Chamber honors three Seaside citizens

10-19-81

SEASIDE — Three Seaside residents were honored at the annual Seaside Chamber of Commerce banquet Friday.

About 160 people attended the banquet. The three were presented Distinguished Service Awards. They were selected from candidates nominated by the city's civic and service organizations, a chamber spokeswoman said.

The Distinguished Service Award winner in the junior division was Melody Hodgdon. The division is for people 21 to 36. Also nominated in the division were Wendy Martin, Bob Moberg, Claudia Peetz and Peter Ter Har.

The winner in the senior division was Marianne Paino. The division is for people 37 to 64. Also nominated in the division were Prudence Adams, Cheryle Barker, Doreen Caldwell, Les Clark and Ann Lewis.

Melody Hodgdon



Marianne Paino



Jennie Lerback



The winner in the senior citizen division was Jennie Lerback. The division is for those 65 and older. Also nominated in the division were Betty Burk and Genevieve Harrison.

The Distinguished Service Awards were sponsored by the Seaside Jaycees. Friday marked the second time the awards ceremony has been combined with the annual chamber banquet.

The featured speaker at Friday's ceremony was Portland City Commissioner Mildred Schwab. A chamber spokeswoman said the merchants' organization also plans to combine the annual banquet with a service awards ceremony in 1982.

10-20-81

Studies analyze Tongue Point's coal potential

By CHRIS GENNA
Of The Daily Astorian

Two studies presented to the Oregon Land Board at a meeting in Astoria Monday throw some cold, hard, economic light on some residents' hopes the state will build a coal transshipment facility at Tongue Point.

The two studies were commissioned early this year, after the Land Board bought the site, east of Astoria, in September 1980 from the U.S. General Services Administration for $2.1 million.

One study, by Williams-Kuebelbeck and Associates of Redwood City, Calif., sought to determine the best use to which the state could put the site.

Another study, by Swan Wooster Engineering Inc. of Portland, sought to determine the economic feasibility of one of the proposed uses — a coal yard at which Rocky Mountain coal would be transferred from trains to ships bound for the Far East.

The Williams-Kuebelbeck "best use" study analyzed seven potential uses of the former naval air station site, three "scenarios" for the north half, which the Land Board purchased last year, and four for the "south Tongue Point" site, which the state is negotiating to purchase.

Elliott Stein and Arnold Cogan, who presented the results of their firm's study to the three-member Land Board, spoke highly of a mediated agreement, concluded June 30, among 12 federal, state and local government jurisdictions concerned with development of the estuary.

Cogan said the agreement, sponsored by the Columbia River Estuary Study Taskforce, was likely to become "the guiding document" in development of Tongue Point.

THE REPORT SAID the mediated agreement "deflects or eliminates potential environmental opposition to the industrial development on environmental grounds," and "facilitates the federal and state permit process."

But the agreement clearly limits some of the state's options in developing the property. The study, for example, says, "The maximum 25-foot (deep) channel specified in the mediation agreement for the southern portion somewhat limits industrial activities and may affect full utilization of this site."

The study report spends a great deal of time and space on market analysis before reaching its conclusions.

Those conclusions are that the best use of the north Tongue Point site in the "near- and mid-term" may be a three-berth multiple-cargo port facility, such as a break-bulk or container facility for forest products export, a shoreside log-loading terminal, and a container transshipment facility.

Williams-Keubelbeck noted that a coal terminal on the north site would produce more revenue for the state Common School Fund, whose assets the Land Board manages. But it would provide fewer jobs, about 100 compared with the multi-cargo plan's 420-480. And a coal yard would be more costly to develop, about $93.3 million compared with the multi-cargo plan's $54.9 million. Asked which alternative would be a better investment, Stein replied, "that's the $64,000 question."

THE STUDY SAID the coal facility would be more attractive if the Columbia River bar and channel to Tongue Point were deepened to allow colliers of 100,000 deadweight tons, a step which would reduce per-ton transportation costs.

The site also could be used for as big export facility for Midwest grain, but that plan has the same limitations of rail and deep-draft ship access.

The study concluded that a "hybrid" port facility combining the grain transshipment facility with the multiple-cargo docks might be the best long-range development plan.

As for the south parcel, the study concluded none of the four possible solutions by itself clearly was a "best use."

Adequate backup land at the north site makes it unnecessary for the state to buy the south site for added backup land, Stein said, and the demand for general industrial land, not water-dependent, is weak because of numerous unused industrial sites in the county, such as the former Alumax property of 640 acres in southeast Warrenton, now owned by the San Francisco YMCA.

THE STUDY SUGGESTED shoreside log storage, like that for which the north site is being utilized, might be an interim use for the south site, until another need becomes evident.

The Swan Wooster study took the first study several steps further in examining the coal yard possibility.

JERRY VAN DEENE, who presented Swan Wooster's findings, said Far East nations may need 65 million tons of U.S. coal per year by 2000. If that demand prediction is correct, Van Deene said, there will be four or five large-volume coal yards on the West Coast by 2000. But, he added, "All this is a theoretical exercise, because there are no such coal sites at present."

Initially, the demand will be for southern Rocky Mountain coal, which has a higher heat content. That coal, originating in Utah mines, could most cheaply move through Southern California ports, the report indicated.

The reason the high-heat-content coal would be used first is that Far Eastern utility boilers are designed to burn the hotter coal, and if new boilers are built to utilize lower-heat-content Powder River Basin coal from Montana and Wyoming, it will take years to bring the new boilers "on line."

But any site at Astoria would be at a disadvantage to other West Coast ports because of inadequate rail service to the area, the study said.

The Burlington Northern railroad would have to finance up to $35 million in track improvements on its Portland-to-Astoria branch line, and the rates it would charge on that route would be set to recoup that investment.

But Van Deene, responding to as question from Gov. Vic Atiyeh, acknowledged other rail routes, such as the Stevens Pass section of track to Puget Sound ports, also have serious limitations.

As for the ocean-shipping component of total transportation costs, Tongue Point can compete with most other West Coast ports, but just barely.

Transportation costs from the Astoria port would be high so long as coal must be carried from Tongue Point in 40,000-deadweight-ton vessels.

The report noted "the critical importance to Tongue Point of channel deepening."

That's because, "At present channel depth, Tongue Point is at a disadvantage to Puget Sound or upriver locations, assuming coal facilities were to be built there. . . With a deep channel, Tongue Point moves into a competitive position."

THE UNIT TRANSPORT costs drop dramatically as the size of the carrier increases, up to ships of 100,000 deadweight tons. But that process can't go on forever, Swan Wooster researchers found. The cost of dredging skyrockets as the depth of the Columbia River bar and channel increases.

Van Deene told Land Board members that to accommodate 100,000-deadweight-ton ships here, the bar would have to be dredged from its present 48 feet to 60 feet, and the river channel from its present 40 feet to 50 feet.

That's a lot of dredging — and a mountain of spoil to dispose of.

The Swan Wooster study said the U.S. Army Corps of Engineers would have to dig up 17.4 million cubic yards initially from the bar, and annual maintenance dredging, depending on channel width, would be 7 to 13 million yards — at a cost of about $1 per cubic yard.

In the 18 miles of channel to the Tongue Point entrance, 10 million cubic yards would have to be dredged at first, and 4.5 million cubic yards every year thereafter.

SINCE BAR DREDGING can only be done during summer months, no corps dredge, not even a planned new dredge which would be larger than the Biddle, could do the maintenance job alone.

Ogden Beeman, a Portland port consultant who collaborated on the study, said the job would tax the present capability of the corps dredge fleet.

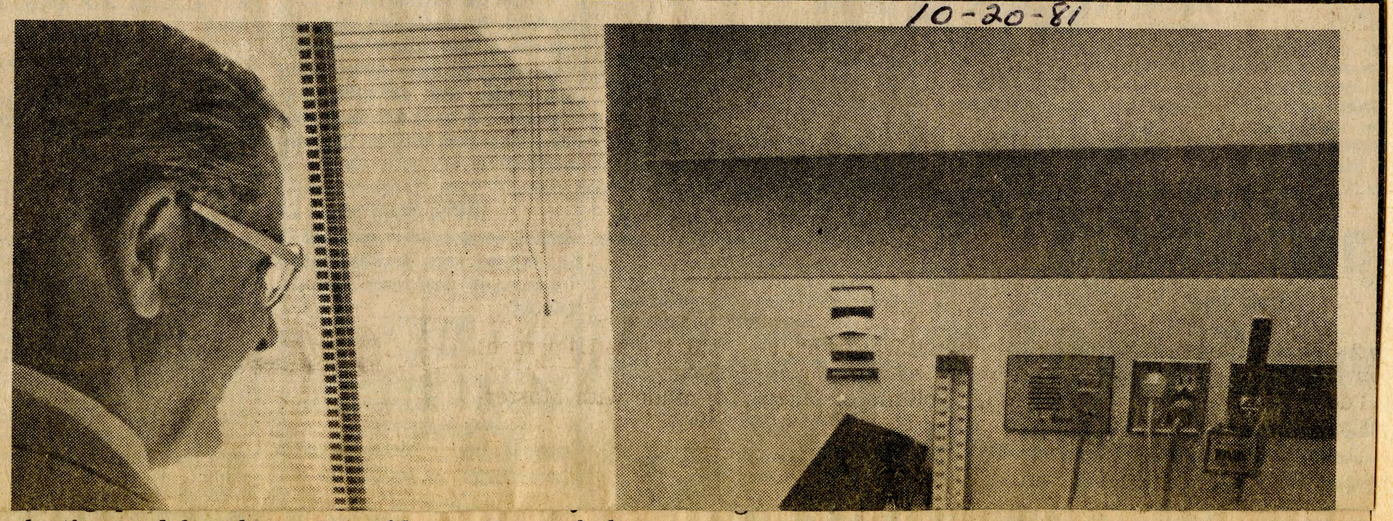
In addition, the report said, "The large quantities (of spoil) may soon exhaust disposal sites in the estuary and require disposal at sea. This would not only increase cost but would limit the dredging season."

The Swan Wooster study wrote a final footnote to the issue of transportation costs. "The advantages in transportation costs at potential other sites have no significance, however, until port facilities are constructed. There is little doubt coal will start moving through the first efficient export facility built.

"If a coal facility at Tongue Point were one of the first constructed, and the Burlington Northern line were upgraded to unit train standards, Tongue Point would be in a good position to attract the cargo. Once the trade pattern is established. . .Tongue Point should be able to maintain its share of the market in spite of small cost disadvantages. But time is of the essence."

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10-20-81



election and has been an avid supporter of the

10-20-81

Studies analyze Tongue Point's coal potential

By CHRIS GENNA
Of The Daily Astorian

Two studies presented to the Oregon Land Board at a meeting in Astoria Monday throw some cold, hard, economic light on some residents' hopes the state will build a coal transshipment facility at Tongue Point.

The two studies were commissioned early this year, after the Land Board bought the site, east of Astoria, in September 1980 from the U.S. General Services Administration for $2.1 million.

One study, by Williams-Kuebelbeck and Associates of Redwood City, Calif., sought to determine the best use to which the state could put the site.

Another study, by Swan Wooster Engineering Inc. of Portland, sought to determine the economic feasibility of one of the proposed uses — a coal yard at which Rocky Mountain coal would be transferred from trains to ships bound for the Far East.

The Williams-Kuebelbeck "best use" study analyzed seven potential uses of the former naval air station [illegible] "scenarios" for the north half, which the Land Board last year, and four for the "south Tongue Point" site, state is negotiating to purchase.

Elliott Stein and Arnold Cogan, who presented the their firm's study to the three-member Land Board, sp of a mediated agreement, concluded June 30, among state and local government jurisdictions concerned wi ment of the estuary.

Cogan said the agreement, sponsored by the Colun Estuary Study Taskforce, was likely to become "t document" in development of Tongue Point.

THE REPORT SAID the mediated agreement "[illegible] eliminates potential environmental opposition to the development on environmental grounds," and "faci federal and state permit process."

But the agreement clearly limits some of the state's developing the property. The study, for example, s maximum 25-foot (deep) channel specified in the agreement for the southern portion somewhat limits activities and may affect full utilization of this site."

The study report spends a great deal of time and market analysis before reaching its conclusions.

Those conclusions are that the best use of the nor Point site in the "near- and mid-term" may be a t multiple-cargo port facility, such as a break-bulk or facility for forest products export, a shoreside log-lo minal, and a container transshipment facility.

Williams-Keubelbeck noted that a coal terminal or site would produce more revenue for the state Comm Fund, whose assets the Land Board manages. But it vide fewer jobs, about 100 compared with the multi-ca 420-480. And a coal yard would be more costly to dev $93.3 million compared with the multi-cargo plan's $5 Asked which alternative would be a better investm replied, "that's the $64,000 question."

THE STUDY SAID the coal facility would be more attractive if the Columbia River bar and channel to Tongue Point were deepened to allow colliers of 100,000 deadweight tons, a step which would reduce per-ton transportation costs.

The site also could be used for as big export facility for Midwest grain, but that plan has the same limitations of rail and deep-draft ship access.

The study concluded that a "hybrid" port facility combining the grain transshipment facility with the multiple-cargo docks might be the best long-range development plan.

As for the south parcel, the study concluded none of the four possible solutions by itself clearly was a "best use."

Adequate backup land at the north site makes it unnecessary for the state to buy the south site for added backup land, Stein said, and the demand for [illegible]

costs, Tongue Point can compete with most other West Coast ports, but just barely.

Transportation costs from the Astoria port would be high so long as coal must be carried from Tongue Point in 40,000-deadweight-ton vessels.

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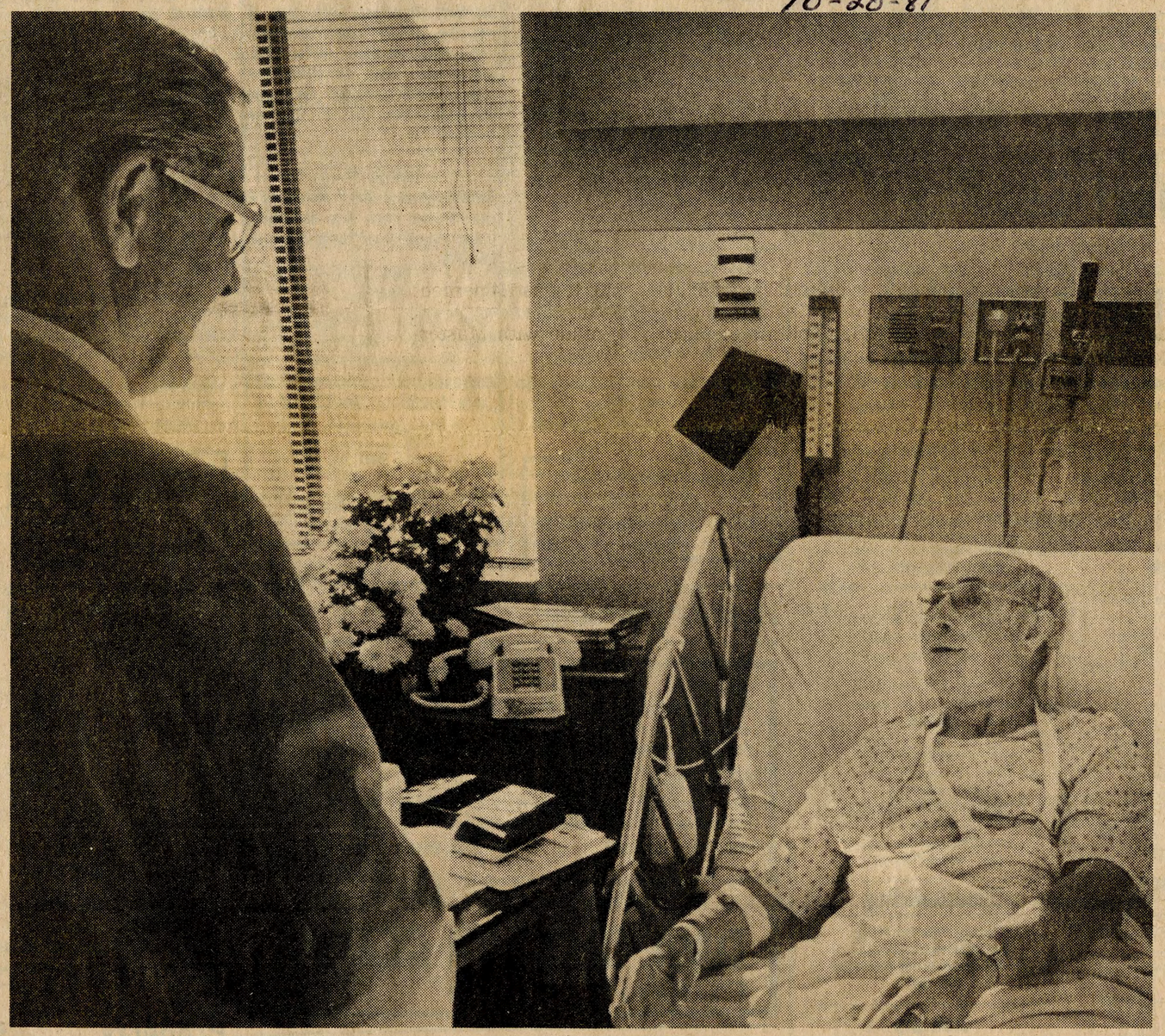
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10-20-81



The Daily Astorian—CHRIS GENNA

Governor's greeting

Gov. Vic Atiyeh, in Astoria Monday for a State Land Board meeting, took a moment from a hectic schedule to visit former Astoria Mayor Harry Steinbock, who was hospitalized last week after a heart attack.

The call was intended to be purely social, the governor indicated. But the hospital atmosphere couldn't stop the irrepressible former mayor from talking politics. Steinbock worked for Atiyeh's election and has been an avid supporter of the Republican governor.

Steinbock is "doing very well," a Columbia Memorial Hospital nursing supervisor said this morning. He has been moved to the intensive care unit's less restricted telemetry area for patients who are progressing well, the nursing supervisor said. The former mayor told the governor he expected to remain in the hospital about a week longer.



Port of Astoria Commission chairman Fred Shaylor, left, and Astoria Area Chamber of Commerce President Chuck Farmer, right, listen as Governor Vic Atiyeh and Secretary of State Norma Paulus chat prior to a Monday luncheon speech by the governor at the Astoria Golf and Country Club. Staff Photo.

Following Law's talk, Don Budde and Michael McNabb discussed the Astoria People Places program, including a slide show of scenes along the waterfront which they said could be developed for public access and waterfront enhancement.

The program was developed a few years ago after a survey showed that an overwhelming majority of those contacted were in favor of some type of development to upgrade the waterfront, Budde said. An architect was contacted, plans and drawings were drawn and the program was outlined, he said, but then it was put on the back burner to avoid conflict with the drive to establish a new building for the Columbia River Maritime Museum.

Plans for remodelling of the front of the Port of Astoria office building on Pier One along with construction of a viewing platform overlooking activities on the port docks gave new life to the "people places" project. Budde said.

There is a lot of potential for a series of mini parks where tourists and residents alike can go to "brown bagit" and watch activity on the river, Budde said, adding that there's no time line, no target date for completion of the waterfront improvements, that the project could go on for years and involve both private interests and public agencies, such as the port and the city.

10/29/81

Tourism continues rebound

11/5/81

A sample of visitor counts during Oregon's busiest travel season shows continued recovery in the state's tourism industry. The Third Quarter Travel Barometer, just released by the Travel Information Section of the Oregon Department of Transporation, indicates coastal area visitor increases of 12 percent over the same period a year ago.

With a 13 percent gain, Eastern Oregon visitor attractions showed the highest increase, followed by the coast and central Oregon with 12 percent gains each.

Although July and August yielded the greatest volume of visitors, the month of September was brightest in terms of attendance increases at public and private tourist attractions. The coast showed the smallest percentage of increase at 14 percent. The highest gain tallied was in the Willamette Valley which scored a dramatic 29 percent increase over September of 1980.

Visitors stopping at the state's six border information centers also increased during the third quarter, with the most impressive gains found at the southern ends of U.S. Highways 101 and 97. The visitor center near Klamath Falls led the list with a 37 percent rise, while the Brookings border center entertained 27 percent more travelers than the same period in 1980. The information center at the Siskiyou summit was up 14 percent followed by Ontario with 12 percent, Astoria 11 percent, and Portland with a 9 percent upturn.

Visitor counts for the May through September season showed the six centers, combined, leading last year's totals by 17 percent.

The state highway division special traffic monitoring program indicated a 14.4 percent increase in September 1981 traffic over September 1980. That was the second largest increase recorded by the 22 checkpoints located throughout the state. With a 6.8 percent gain, a point on Highway 101 between Lincoln City and Newport showed the fifth highest gain.

Other key indicators included in the Travel Barometer Report are state park campground visitations, convention business, and highway traffic volumes. All showed increases over comparable periods in 1980.



Longshoreman Al Troup cranked open the railroad car hopper as grain flowed into the Port of Astoria elevator Monday.

10-27-81

The Daily Astorian—BILL WAGNER

Corn expected to be back on track today

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria longshoremen were to resume taking corn into the port's grain elevator today after a mishap Monday temporarily derailed the operation.

The port began Monday to unload the first batch of corn from eastern Washington, under terms of a contract with Ste. Michelle Vintners Inc.

Six cars had been unloaded and three remained when, about 10:30 a.m., the port's diesel switch engine went off the track, taking one hopper car with it.

Port employees got the diminutive engine back on track just after noon, using a forklift. But the hopper car, carrying about 100 tons of corn, presented a greater challenge. And its position on the track blocked further unloading operations.

Tom Notos, port deputy director, said Burlington Northern railroad repair crews got the loaded car back on the track about 9:20 p.m. Monday.

Railroad employees were examining the track today, Notos said, and reported unofficially that "it's in as good a shape as it ever was."

Unloading of the remaining cars of the first train will be completed today in time to avoid demurrage, a penalty the port would have to pay the Burlington Northern if it kept the railroad's cars too long, Notos said.

That's just as well, for the second train — 11 loaded cars — arrived Monday just after the accident occurred.

Notos predicted port employees would be able to unload those cars before the deadline.

The derailment occurred at the first switch on the port-owned network of sidings off the Burlington Northern line, the port spokesman said.

The accident wasn't the result of a continuing problem, he said, but was due to "just a little too much speed going through that switch."

See Corn, Page 4



Corn streamed into Port of Astoria grain bins for the first time since 1976.

Continued from Page 1

There was minimal damage to track and no one was injured, ports spokeswoman Chris Rose said. "We're still working the bugs out; we all learned something from it."

According to terms of the contract the port has with Ste. Michelle, the port will load South Korean grain ships with corn it receives from the wine company's land near Plymouth, Wash., over the next six months.

Port Executive Director Floyd Shelton hasn't revealed the total tonnage of corn to be shipped or its value in throughput charges to the Port of Astoria.

No grain ships are scheduled to call at the port through Nov. 7, but dredging of the ship berth at Pier 1, where the grain ships will tie up, is to be completed Nov. 1. The berth then will be 40-feet deep at zero tide, port officials say.



11-4-81

Can you identify this scene?

Where was this photograph taken? The Astoria Area Chamber of Commerce would like to know the answer to that question.

The picture recently was mailed to the chamber office from an Orinda, Calif., woman who said she found it while going through the effects of a deceased relative.

The photograph bears the embossed words, "Woodfield, Astoria, Ore."

Chamber officials believe the photo could have been taken anywhere in the lower Columbia River region. They would like to identify the photo so it can be used for some historical purpose.

If you think you know the photo subject, chamber officials ask you to call them at their office, 325-6311.

Coast up 12%

Oregon tourism continues to improve

11-9-81

Tourism continued to be a bright spot in Oregon's otherwise lackluster economy during the third quarter, figures compiled by the state Department of Transportation show.

Visitor counts at private and public tourist attractions and at the state government's six travel information centers were up in all six regions of Oregon compared with 1980 figures, the department's Travel Information Section said.

The Oregon coast posted an increase of 12 percent, Eastern Oregon 13 percent, Central Oregon 12 percent, Southwestern Oregon 8 percent, the mid-Willamette Valley 7 percent and the Portland-Columbia Gorge area 1 percent, according to counts at 33 tourist attractions and visitor centers.

Public tourist attractions generally had more impressive increases than private attractions in the sample, the agency said. Public counts were up 18 percent during the quarter; private counts were up 8 percent.

During the first nine months of 1981, tourist counts were up 14 percent on the Oregon coast, 13 percent in Eastern Oregon, 12 percent in Central and Southwestern Oregon, 7 percent in the Willamette Valley and 1 percent in the Portland-Columbia Gorge area.

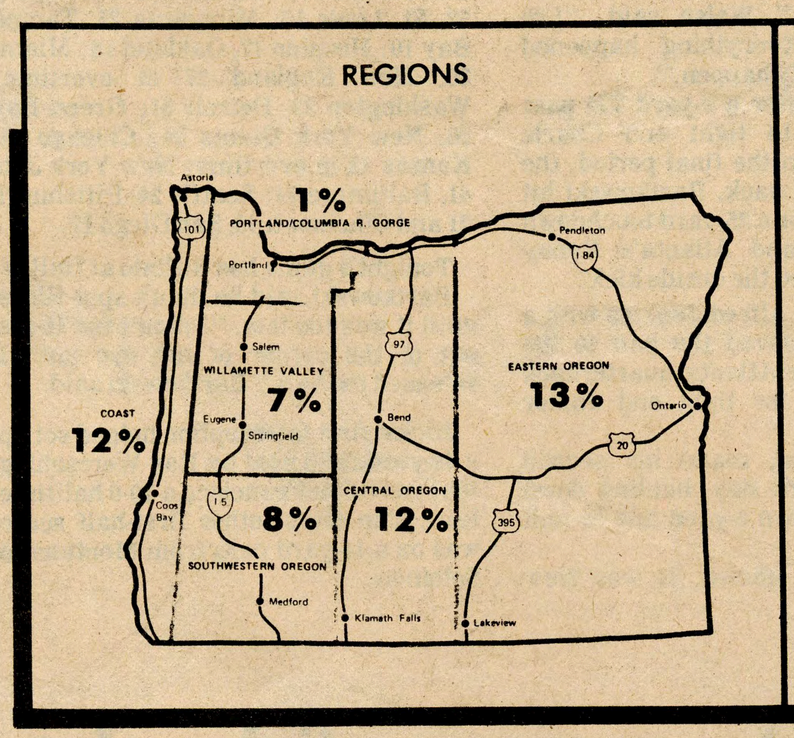
Counts in the six state border information centers were up 9 percent to 37 percent. At the Astoria center in the Astoria Area Chamber of Commerce office, the third quarter visitor count was up 11 percent.

Counts were up 37 percent at the center near Klamath Falls; 27 percent at Brookings; 14 percent at the Siskiyou summit; 12 percent at Ontario; and 9 percent at Portland.

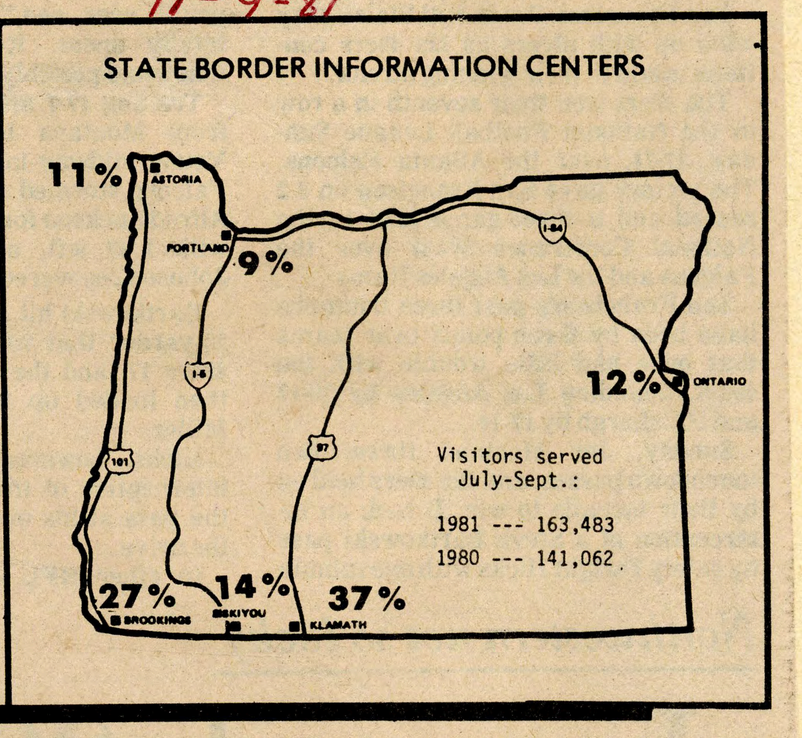
During the May through September tourist season, the Astoria travel information center recorded 31,800 visitors, up 13 percent over the 28,252 recorded in the same period last year. August was the busiest month with 11,509 visitors and Aug. 11 the busiest day with 656 visitors.

The agency noted that during the first nine months of 1981 visitor counts at Fort Clatsop National Memorial were up 33 percent from the same period in 1980. Traffic on the Astoria Bridge increased by 5 percent during the first eight months of this year, compared with the same period last year, and the number of out-of-state campers at Fort Stevens State Park leaped 54 percent during the mid-May to Labor Day period, compared with the same period last year.

The tourism figures indicate the industry is relatively recession-resistant, said Frank Howard, assistant state travel director. "People might not be driving as far or spending as much as they did in the past, but our studies indicate that people continue to take vacations, even during recessionary periods."



Visitor counts at Oregon Coast tourist attractions were up 12 percent during the third quarter.



Astoria's state border information center showed an 11 percent increase in its third quarter tourist count.

Meet the 'typical tourist'

Who are the "typical" visitors to Oregon?

A profile of tourists interviewed in a state Department of Transportation survey this summer says they come to Oregon in parties that average 2.9 persons, stay almost a week, spend $313 per party while here and stay mostly in motels, hotels and campgrounds.

Almost two-thirds visit the coast, nearly half visit the Columbia Gorge and Portland area; almost two-thirds visit a state park; 30 percent are from California; and for more than half Oregon is the main vacation destination.

The Travel Information Section survey involved 1,085 tourists interviewed at the six state border information centers and at five tourist attractions around the state.

At the two Highway 101 state border information centers, including Astoria's, 282 tourist parties were interviewed. The results:

— Tourist parties entering Oregon on Highway 101 averaged 3.1 persons each;

— 55 percent vacationed on the coast only;

— 52 percent stayed at campgrounds, 33 percent in motels and hotels and 4 percent in a combination of the two;

— 76 percent visited a state park;

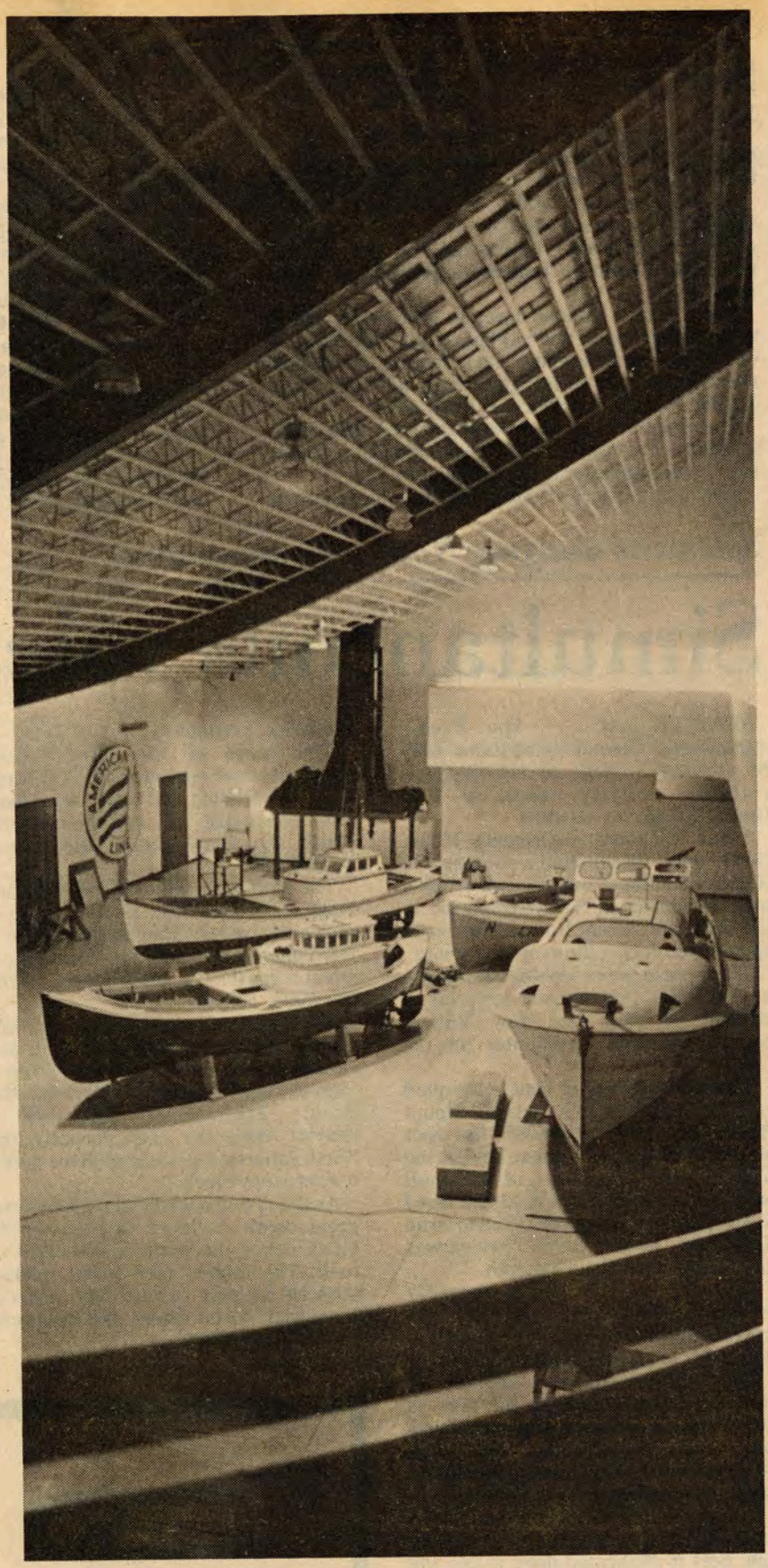
— Each party spent about $330 while in Oregon.

11-10-81

AREA BRIEFS

Distance Runners Meeting — The Astoria Area Chamber of Commerce is sponsoring a meeting of distance runners Tuesday, Nov. 17, at the Columbia River Maritime Museum. The 7:30 p.m. meeting is open to all joggers; runners new to the area are particularly welcome, said Jim Durham, chamber manager. A "fun run" planned for Astoria will be discussed. For more information, call Durham, 325-6311.

People Places Meeting — The Astoria Area Chamber of Commerce People Places Committee will meet at the Columbia River Maritime Museum Thursday at 7:30 p.m. People interested in developing Astoria's waterfront for parks and recreational uses are encouraged to attend, organizers say.





The Daily Astorian—BILL WAGNER

Exhibits are beginning to take shape in the Columbia River Maritime Museum's main gallery, to open next spring.

Jeff Trenary, a Seaside boat carpenter, erects a mock-up of a stern-wheeler's pilothouse in the new museum. 11-16-81

Maritime Museum to open May 11

By CHRIS GENNA
Of The Daily Astorian

The Columbia River Maritime Museum will open its new building to the public May 11, museum Director Michael Naab announced at an annual members' dinner Friday.

The date was chosen, Naab said, because it's the 190th anniversary of Capt. Robert Gray's discovery of the Columbia River and the 20th anniversary of the founding of the museum.

Naab's promotion to director was announced at Friday's meeting by Ronald J. Honeyman, president of the museum's board of trustees.

Naab became curator of the museum in 1971, and was named associate director Jan. 1, 1980. The death of Director Rolf Klep Sept. 13 left the top staff position vacant until Friday.

New board officers elected for the coming four years also were announced. J.W. "Bud" Forrester, editor of The Daily Astorian, is president; Peter Brix, president of Knappton Corporation, is vice president; Fred Lindstrom, Astoria parks and recreation director and a trustee since 1975, was returned for a four-year term as secretary; and Edith Henningsgaard, a trustee since 1977, was re-elected treasurer.

Tributes to Klep were universal as museum members discussed the move to the building he helped design at the foot of 17th Street in Astoria. Honeyman said Klep's loss was a "great blow."

"I never understood how such a great artist was such a great salesman," Honeyman said of Klep's promotion of the museum. "He gave so much...I prayed he'd live to see his new office."

Naab is an excellent replacement for Klep, Honeyman said. "I suspect Michael is a workaholic. I'm always amazed at the prodigious amount of work he's accomplished."

The new museum building will impress everyone who visits it, Honeyman said, "with its size and efficient layout." He added the building should be a point of pride for museum members because "no public money was spent in the construction of it."

Naab praised the rest of the museum's staff.

He said Education Coordinator Rich Fencsak reached 10,000 people last year with the museum's educational programs. Curator Larry Gilmore's "hard creative work" had been "a godsend," Naab said.

Exhibit Designer Max Chance had transformed what Naab called an empty shell into "the most striking exhibit on the West Coast."

Guest speaker Peter Stanford, president of the National Maritime Historical Society, lauded the efforts of the museum in keeping alive the history of seafaring.

"Man's seafaring has so much to tell us today," Stanford said, "that the best we can do for it is none too good."

Stanford became president of the national society in 1970 after founding the South Street Seaport in New York City in 1966.

"Of all American seaports, what seaport could compare (in historical significance) to Astoria?" he asked. He said he found it significant that Astoria was settled not by pioneers who arrived in covered wagons, but by seafarers who'd sailed 6,000 miles around Cape Horn.

The Columbia River Maritime Museum is making Astoria "a place people will come hundreds and thousands of miles to see," he said.

Forrester told museum members that "most exciting days are coming upon us soon."

Visits Astoria Friday

11-17-81

Korean may bring favorable news

By CHRIS GENNA
Of The Daily Astorian

When the Republic of Korea's ambassador to the United States visits Astoria Friday, he's expected to "announce something the community will find beneficial," Port of Astoria Executive Director Floyd Shelton said today without elaborating.

Byong Hion Lew will follow up his visit to Astoria with a meeting with President Reagan, Shelton told members of the port's development committee this morning.

Then, Shelton said, Ambassador Lew will return to South Korea to brief President Chun Doo Hwan about, among other things, the potential for major port development in Astoria.

Before his Astoria visit, Lew will meet with Washington Gov. John Spellman Wednesday and Oregon Gov. Vic Atiyeh Thursday, Shelton said.

"I hesitate to use the word 'coup,'" Shelton said, "but getting the ambassador to spend a full day in Astoria is a major accomplishment. His visit will be similar to the visit of a head of state."



Byong Hion Lew

Much of the ambassador's itinerary Friday is being kept confidential what one port spokeswoman called "security reasons"; parts of his schedule have yet to be established.

Lew's visit will include an aerial tour of potential port development sites in the lower Columbia River area.

Following a special 10 a.m. meeting of the Port of Astoria Commission, the ambassador will be featured in an 11 a.m. press conference and reception at Astoria Golf and Country Club. Lew then will attend an Astoria Area Chamber of Commerce noon forum luncheon at the country club.

In the afternoon, Lew will get a tour of Oregon National Guard facilities at Camp Rilea. After that, he'll drop from the public view as he attends a private dinner party before going to Portland.

Inspection of U.S. Coast Guard and National Guard facilities will be a natural attraction for the 57-year-old Lew, who is a lifelong military man.

Before becoming "Ambassador Extraordinary and Plenipotentiary to the United States," Lew spent 34 years in the Army of the Republic of Korea — 20 of those years as a general.

Lew graduated from the Korean Military Academy in 1948, and the infantry school there in 1950. He has completed U.S. Army courses at the Armor School at Fort Knox, Ky., and the Command and General Staff School at Fort Leavenworth, Kan.

He attended the Korean National War College and did postgraduate economics studies at Yonsei University, Seoul, South Korea, in 1972.

That education was concurrent with a steady climb to the top ranks of the Republic of Korea (ROK) Army.

He was director of training for the army during the Korean War, director of instruction at the ROK national war college, commander of an infantry regiment, and commandant of the ROK armor school. He was promoted to brigadier general in 1961.

In 1963, he became minister of agriculture and forestry; in 1964, commanding general of a ROK infantry division, and in 1966, commanding general of the ROK division serving in South Vietnam.

Lew went on to command a corps — several division — and finally was chairman of the Korean joint chiefs of staff. In uniform, Lew wears the decorations of Korea, the United States, Thailand, Vietnam and the Republic of China.

Lew, whose hobbies include tennis, hunting, fishing and golf, was instrumental, after the May 1961 military revolution in Korea, in reorganizing the government, then turning it back over to civilian authority. He is given credit for several military reorganizations and formulating national civilian economic policies.

11-17-81
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From Korea

11-19-81

Economic boost to area expected

There may be an announcement of major economic importance made when Byong Hion Lew, Ambassador from the Republic of South Korea, comes to Astoria on an official visit Friday, it was reported at a meeting of the Port of Astoria Commission Tuesday evening.

Although details of the announcement were covered in an executive session, commissioners alluded to a pending break of major importance when they scheduled a special commission meeting for 10 a.m. Friday at the Astoria Golf and Country Club, just prior to a press conference for the ambassador at 11. The port is already working with Korean interests in transhippment of a sizable amount of corn grown in Eastern Washington to Korea, where it will be used for human and livestock feed.

Executive Director Floyd Shelton reported that the long-idle port grain elevators are working very well in handling the corn shipments, adding that the only problem to date has been getting the grain cars in an spotted at the right times. He said the Burlington Northern Railroad is presently giving the port 24 hours to get the cars unloaded and back on the siding but it is planned to request 48 hours, which will relieve the pressure.

To date, the port has handled 82 cars of corn at 100 tons per car with very few problems, he said.

Ambassador Lew and his wife will come to Astoria by car with Jim Thayer, chairman of the Lower Columbia Task Force, and Shelton as their hosts. The complete itinery has been kept secret for security reasons but while here Ambassador Lew will tour port facilities, be taken through the United States Coast Guard Air Station Astoria, be guest for a tour and demonstration at Camp Rilea and will then be hosted at a dinner in a private home in Astoria.

It was reported that dredging o shipping berths is going quite well. The port dredge Patriot is now using flow lane disposal of spoils taken from th berths, Shelton reported, and is makin headway, although it was down the firs part of the week for repair of damage. "Sinker" logs are being removed to speed the dredging process, he said, and it is planned to move the dredge from the west side of Pier 2 back to the Pier 1 berths to complete work there.

The dredge is to return to work this morning (Thursday) on a double shift basis, which is five hours daily, Shelton said, adding that once the dredging is completed, maintenance will be much simpler.

The contractor cleaning up debris from the Rainbow Creations fire was unable to meet the deadline, it was reported, and port men and equipment will move in to complete the job.

Public access to the dock at Pier 2 is being restricted because increased activity has increased the possibility of accidents involving tourists and sightseers, Shelton said.

11-19-81

Hanlon running for third term

State Sen. Charles Hanlon, D-Mountaindale, announced today he will seek re-election to a third four-year term.

Hanlon represents Senate District 1, which includes all of Clatsop and Columbia counties and western Washington County.

The incumbent said he plans a vigorous campaign emphasizing his legislative record of "tackling controversial and substantive issues."

"Negative campaigns aren't part of my style," the 63-year-old senator said, adding, "but I will demand the facts from my opponent." State Rep. Ted Bugas, R-Astoria, is the only other announced candidate for either the District 1 Democratic or Republican nomination.

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Hanlon and state Rep. Rick Bauman, D-Portland, are sponsoring an initiative that would accomplish the goals



Sen. Charles Hanlon

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11-19-81

Hanlon

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Once again thank you for your assistance in making this project a great success, especially Chuck Savage for the ads and Bill Wagner for the pictures.

STAN HAUER
Chairman
Astoria-Retail Merchant
Committee

CEDC's brochure, industry 'fact pack' win high praise

11-20-81

By JAMES HOLMAN
Of The Daily Astorian

A Clatsop County industrial development information packet produced by the Clatsop Economic Development Committee received lavish praise when it was unveiled Thursday.

"I just am absolutely overwhelmed by the content, the quality," said Larry O'Rourke, director of continuing education at Blue Mountain Community College, Pendleton. O'Rourke, a member of Gov. Vic Atiyeh's Lower Columbia River Development Task Force, helped get CEDC's Industrial Recruitment Subcommittee started on the project.

"This is as good a stuff as I've ever seen...it's brief, concise and well-written, beautifully done."

The brochure and "fact pack" O'Rourke referred to were produced by the committee over the last 18 months, said subcommittee Chairman Tom Stapleton. The brochure is designed primarily to be mailed to businesses and industries that might be considering expanding or relocating, he said.

It contains information about Clatsop County's available industrial sites, its labor force, its public services, schools and community resources, and a statistical profile of the county.

THE FACT PACK is a full-color folder with a collage of photographs depicting the county as "a great place to live, to work and to play." One-page printed inserts provide the same basic information as the brochure, but can be tailored to individual businesses or industries. The fact pack is designed to accommodate updating and additions.

The subcommittee also updated its industrial sites survey and commissioned a labor force survey, profiling the county's work force.

Together, those "marketing tools" show that business, industry, government and community leaders "have gotten control of Clatsop County again," O'Rourke said, overcoming the "disorder and disarray" evident as recently as two years ago.

CEDC Chairman J.W. "Bud" Forrester called production of the brochure and fact pack "one of the most positive things this committee has ever done." Forrester is editor of The Daily Astorian.

MIKE RAGSDALE, A Beaverton commercial and industrial real estate broker and former state senator, said the information would be valuable to his efforts in marketing the 660-acre former Alumax site in Warrenton, now owned by the San Francisco YMCA.

"It will make my job so much easier," he said. The marketing packet will quicken development of the Astoria area as "a major world port," which Ragsdale called "inevitable."

The brochure, information packet and labor force survey were put together using money from several sources, said Stapleton, owner of Astoria Muffler Center. The committee received $3,000 from Pacific Northwest Bell, $6,500 from the Pacific Northwest Regional Commission, $2,000 from the state Department of Economic Development, and smaller amounts from the Port of Astoria, Burlington Northern railroad, and the three Astoria banks, he said.

Printing of the information (which awaits only the color covers for the brochure and fact pack) will complete "Phase 1," Stapleton said. Phase 2 will involve marketing Clatsop County by targeting business and industries and distributing the information.

THAT MARKETING EFFORT will "carry a message: That Clatsop County has changed and with it the stigma of Alumax, maybe even Brown & Root, is behind us," Stapleton said. "The county is galvanized and ready to go forward."

Members of the subcommittee who worked on the project are Stapleton, Dale Curry, Vic Nunenkamp, Bob Westerberg, Fred Shaylor, Bob Williams, Dale Collins, Gene Itzen, Bill Ohlmann, Bill McGregor Jr. and Walt Vernstrom.

11-19-81

Hanlon running for third term

State Sen. Charles Hanlon, D-Mountaindale, announced today he will seek re-election to a third four-year term.

Hanlon represents Senate District 1, which includes all of Clatsop and Columbia counties and western Washington County.

The incumbent said he plans a vigorous campaign emphasizing his legislative record of "tackling controversial and substantive issues."

"Negative campaigns aren't part of my style," the 63-year-old senator said, adding, "but I will demand the facts from my opponent." State Rep. Ted Bugas, R-Astoria, is the only other announced candidate for either the District 1 Democratic or Republican nomination.

Hanlon gained statewide attention in the last legislative session for his sponsorship of Senate Bill 500. That bill, which died in committee, would have reorganized the Oregon Board of Forestry to eliminate what Hanlon calls a "multibillion-dollar conflict of interest."

Hanlon and state Rep. Rick Bauman, D-Portland, are sponsoring an initiative that would accomplish the goals



Sen. Charles Hanlon

of SB 500. The initiative includes a provision requiring "that timberlands owned by the Oregon public be harvested on a sustained yield basis for the primary purpose of maintaining economic stability in the wood products industry and for those who depend upon it for jobs," Hanlon said. Much of Oregon's most valuable and productive state-owned timber land is in Clatsop County.

In the 1981 Legislature, Hanlon supported a proposal to phase out log substitution. Substitution is the process by which timber companies buy state timber for their domestic mills and

See Hanlon, Page 2

11-19-81

Hanlon

Continued from Page 1

then cut their own timber for export to other countries. State and federal laws prohibit the export of logs from public lands.

Hanlon said he remains concerned about the log export issue. "If we are going to be short of logs, as forest experts predict, we must take care to use our resources carefully in order to provide maximum jobs and economic opportunity for Oregon people," he said.

Reviewing his legislative record, Hanlon said his tax proposals were largely incorporated into the property tax relief program adopted by the Legislature. He noted he has sponsored legislation to legalize self-service gasoline stations, which are legal in virtually every other state.

Hanlon has been chairman of the Senate Transportation Committee, Agriculture and Natural Resources Committee, and Legislative Counsel Committee.

11-20-81

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"This is as good a stuff as I've ever [illegible] is not really bad off," he [illegible]

After four months of operation under the lease, it's too early to tell if finances are improving, Draney said. St. Vincent representatives have said they plan to invest as much as $500,000 to improve Seaside General. Draney noted some repairs already have been made.

depicting the county as "a great place to live, to work and to play." One-page printed inserts provide the same basic information as the brochure, but can be tailored to individual businesses or industries. The fact pack is designed to accommodate updating and additions.

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Gearhart's domestic water, Gearhart city Auditor and Public Works Director Bruce Maltman told Warrenton city commissioners this week.

Maltman, who is also fire chief, told commissioners the new agreement should provide for a second water line between Warrenton and Gearhart. The current 20-year water supply agreement expires in 1984.

"We definitely need a second hookup," Maltman said, reminding commissioners how a rupture in the main municipal water line near McCormick Gardens Road a year ago left Warrenton, Gearhart, and much of [illegible]

11-19-80

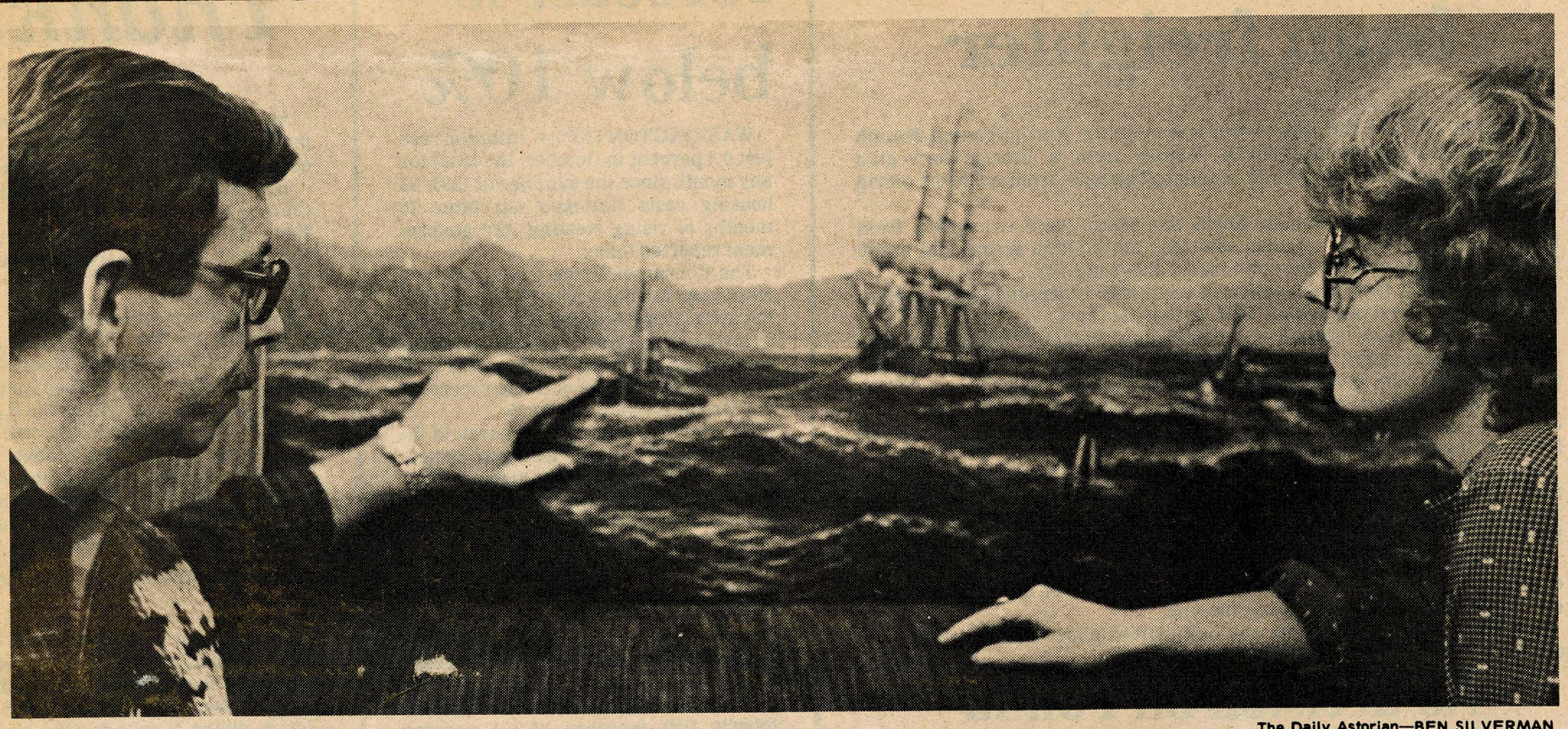
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STAN HAUER
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The Daily Astorian—BEN SILVERMAN

Jack Thompson, a museum conservator from Portland, shows Gloria Richards, director of the Clatsop County Historical Museum, where he repaired a tear in "The Columbia River Bar," a painting in the museum's collection.

11-24-81

Museum artwork gets a touch up

Nobody can remember when "The Columbia River Bar" has looked better.

At the behest of the Clatsop County Historical Society, Jack Thompson of Portland has restored Cleveland Rockwell's deteriorating 1883 oil painting of a ship and tug crossing the bar. The society's museum inherited the painting from Capt. George Flavel, who commissioned it for the house he built, which now houses the museum.

Over the years, the subtly textured canvas developed flaking paint and a tear near the tugboat. But Thompson, a museum artifact conservator from Portland, returned it to the Flavel House last weekend in much better shape. It had spent most of 1981 getting a facelift in Thompson's Portland lab.

"It should be 50 years before anybody whould have to fool around with it again, maybe more," Thompson said of his acrylic touch up. Even so,, acrylics, not oils, were used precisely because the restoration can't last forever.

All paints change color over time, and though only a practiced eye can see where the acrylic begins and the oil ends, that won't always be the case, Thompson said. The differences "are pretty inconspicuous, but in time they will become apparent, and it will be necessary to remove" the touch-up acrylics, he said. The next conservator to rehabilitate "The Columbia River Bar" can thank Thompson for using paints that will dissolve without harming the rest of the painting.

Thompson attached a tag on the back of the painting outlining his specifications for the repair job. The back he put on the painting has air holes, allowing the canvas to breathe, which is important to its longevity.

Gloria Richards, museum director, said she plans to ask Thompson back to improve the looks of a number of other paintings in the museum's collection. That will be part of the Clatsop County Historical Society's goal of making the Flavel house a first-rate museum, she said.

Two out of three visitors to Oregon come to the coast

11/25/81

They stayed in Oregon almost one week, vacationed mostly in the western and central areas of the state, and contributed more than $300 per party to the state's economy while they were here.

That's a composite profile of a sample of visitors interviewed in a Travel Information Section, Oregon Department of Transportation, survey during the peak of the 1981 summer tourism season.

The interviews involved 1,085 tourists who answered questions concerning their vacation expenses and lodging choices as well as where they were going and how long they were staying in Oregon. The survey was conducted from July 26 through Aug. 15 at 10 different sites throughout the state.

The coast was visited by almost two-thirds of the visitors surveyed. The coast was a vacation destination for all of the visitors interviewed on Highway 101. For 55 percent of those interviewed the coast was the sole vacation destination.

One-third of Oregon's visitors stayed in motels or hotels while 39 percent used camping facilities. On the coast, half the tourists stayed in campgrounds. Another four percent used both motels and campgrounds and 14 percent stayed with friends or relatives. Three-fourths of the visitors to the coast went to an Oregon state park.

More than half of the sample (52 percent) indicated that Oregon was the main destination of their vacation trips. But the average length of stay — 6.9 days — is the statistic that is most significant in the view of State Travel Director Shirley Eads.

"It is encouraging to see our visitors spending that much of their vacation time in Oregon rather than just traveling through," said Eads. "Our research shows that the average length of stay here is increasing each year."

Estimated expenditures averaged $313.15 per party, per trip, overall, but were an average of $30 higher for visitors who were interviewed at sites along U.S. Highways 97 and 101.

In line with the rest of the state, one-third of those visiting the Oregon coast were from California, with Washingtonians accounting for another 19 percent. Candians made up 10 percent of the coastal visitors, and three percent were from other foreign countries — the majority of those West Germans.

The interview sites included all six of the Department of Transporation's state border information centers, plus the Sea Lion Caves on U.S. 101, the Lava Lands Visitor Center south of Bend on U.S. 97, the State Capitol in Salem, and the Multnomah Falls and Cascade Locks visitor areas in the Columbia River Gorge.

The border centers are located at Brookings and Astoria on U.S. 101, at Portland and near Ashland on Interstate Highway 5, south of Klamath Falls on U.S. 97, and near Ontario on the Oregon-Idaho border on Interstate 84.

Greyhound drops plans to change local schedules

11-25-81

Greyhound Bus Lines has dropped its proposal to substantially alter its North Coast bus schedules, a spokesman for Oregon Public Utility Commissioner John Lobdell said today.

John Clay said Greyhound dropped the controversial proposal, which had generated considerable public protest from coastal residents, Tuesday. Greyhound's schedule will remain unchanged.

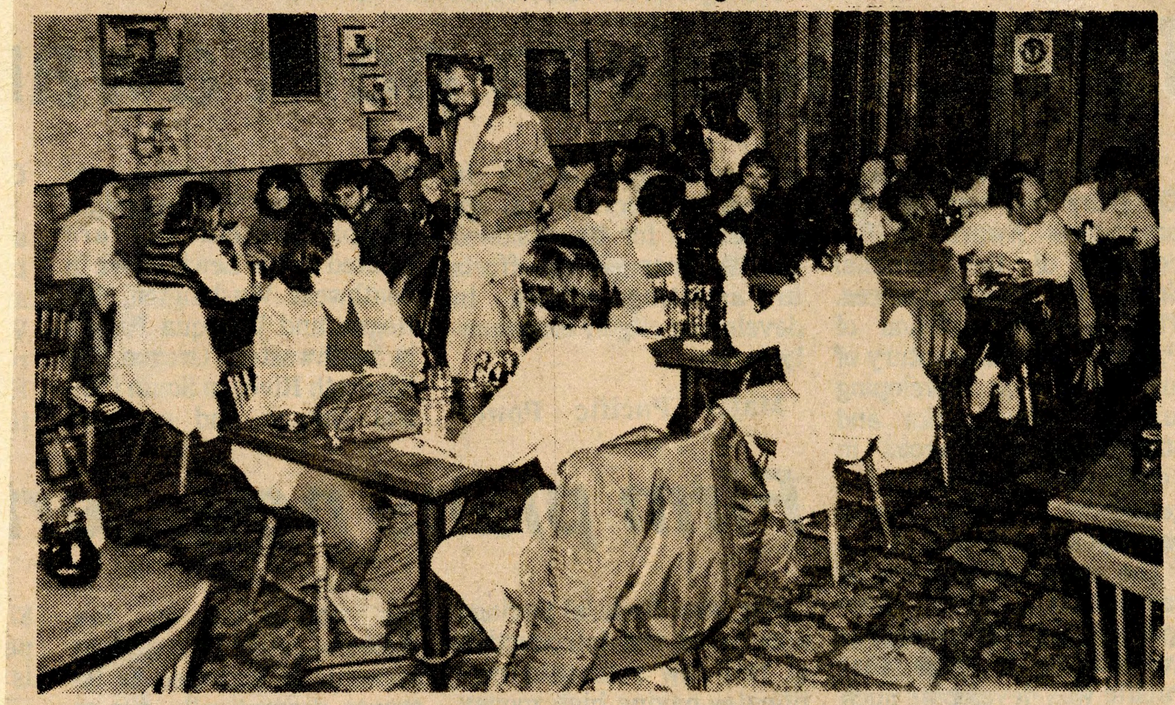
Greyhound sought to discontinue its daily Astoria-to-Portland bus which leaves at 10:25 a.m. and arrives at 12:50 p.m. Instead, Astorians riding to Portland would have had to make connections through Seaside and Tillamook. That would have lengthened the trip to almost five hours. The point of the schedule change was to cut expenses.

Greyhound also has two other daily runs from Astoria to Portland, but Lynda Garner, who operates the Astoria Greyhound terminal, said the 10:25 bus is the most widely used.

Greyhound originally sought Lobdell's permission to implement the proposed changes Oct. 25, but Lobdell's office suspended the change so that hearings could be scheduled. Those hearings have been canceled.

The PUC has the authority to overrule proposed schedule changes by bus lines like Greyhound.

In what Clay said was an unrelated move, Greyhound has requested a statewide 15 percent increase in its passenger and package shipping rates and a 19 percent increase in charter rates. A hearing on the request has been scheduled for Jan. 12 at 10 a.m. at the state office building in Portland, Clay said. A hearings officer will conduct it.



Media Day

Even the weather cooperated with the Seaside Chamber of Commerce last Saturday when chamber representatives took members of the Portland media on a tour of the North Coast. According to Sue Folk, the chamber had "100 percent participation" among the radio, television, newspaper and magazine professionals who were invited, and those who attended had only positive comments about the tour. Folk said the success of Saturday's media day has encouraged the chamber to tentatively plan similar tours for media representatives from British Columbia and southern Washington. Above, the group begins the day with breakfast at the Pig 'N' Pancake.

Free parking in Astoria's downtown

Shoppers can park free for two hours in metered spaces throughout downtown Astoria Dec. 1 till Christmas Day.

Astoria city parking control officers will issue "tickets," but they will be only warnings. The bright red cards will ask shoppers not to put money in the meters, but will caution them to move their cars after two hours.

A real ticket will be issued to drivers who leave their cars in a space for more than two hours, whether or not there is still time on the parking meter.

The annual program, approved by the Astoria City Council, is designed to encourage shoppers to shop in downtown stores and to make shopping easier during the holiday rush.

Opens Christmas season

Festival of Lights is Friday

By JAMES HOLMAN
Of The Daily Astorian

The traditional Lucia Bride Festival of Lights will kick off the Christmas season in Astoria Friday night.

Maija Vedenoja, 1981 Lucia Bride, will light the Christmas tree at the Astoria Post Office about 7:30 p.m. At the same time, Christmas lights draped from the Astoria Column will be turned on by the Astoria Jaycees.

After the lighting ceremony, the Scandinavian Midsummer Festival Association will sponsor a public reception in the Astoria Elks Club third-floor ballroom. Coffee and ring cakes will be served. At 9 the Lucia Ball will begin in the ballroom, featuring the Kaare Nielsen Orchestra of Aloha. The dance is open to all, including children.

Most downtown stores planned to have their Christmas decorations up today, said Jim Durham, Astoria Area Chamber of Commerce manager. About 2,000 feet of fir boughs have been cut by the chamber's Retail Merchants Committee and sold to stores.

The downtown will again be festooned with banners proclaiming "Merry Christmas" in several languages, but this year the banners will be framed with garlands, Durham said. Holiday greetings also will be hung from the traffic signal bridge across Marine Drive near Bumble Bee Seafoods' Elmore Cannery and near 16th Street.

Durham said the metal brackets used to hold the small banners were refurbished and repainted this year by students at the Clatsop Education Service District Area Vocational Center. Other decorations will be hung along and above Commercial Street.

Two-hour free parking in the downtown area will begin Dec. 1 and continue through Dec. 24.

The chamber has recommended stores stay open the following hours during the Christmas holiday:

Fridays until 9 p.m. Nov. 27 and Dec.

12-3-81

C.B. junction is in proposal

Improvement of the Cannon Beach Junction would be included among projects scheduled for 1983 if a proposed six-year highway improvement program is sponsored, the state Highway Division announced.

The division revised its preliminary program for fiscal years 1982 through 1987 after a recent series of public meetings, including one Oct. 15 in Astoria. The preliminary program had deleted a $3.9 million overpass that was to have been built at the junction. The Clatsop County project had been scheduled for construction bids in November.

After objections from North Coast residents concerned that the junction is unsafe and a bottleneck, the Highway Division came up with a modified project that would cost about $750,000. Under that plan, a one-way, single-lane connection would be built eastbound to Highway 26 from a point on Highway 101 about one-third mile south of the junction. At the junction, computerized signals would control traffic.

The Oregon Transportation Commission will take comment on the revised program Dec. 15 and make a final decision on the Cannon Beach project and the six-year program at its January meeting.

The revised program retains the five Clatsop County projects that had been in the preliminary version of the six-year plan. (Plans are updated every two years.)

Among those projects is paving overlay, widening and signing of Highway 30 from 32nd Street to the Crest Motel in east Astoria, projected to cost $1.6 million. The commission will receive bids on that project Dec. 17.

Also retained in the revised six-year program is a new $7.7 million Nehalem River bridge just south of Nehalem. The bridge work is included among proposed 1982 projects.

12/3/81



Gertrude Adair is one of several reside[illegible]who will show off their spacious new quarters Friday.

The Daily Astorian—STUART WONG

12-3-81

Owens-Adair project to be dedicated

Formal dedication ceremonies for the Owens-Adair, Astoria's newest housing project for low-income senior citizens, will be 2 p.m. Friday at the facility, 1508 Exchange.

The dedication program, which will be followed by an open house and tour of the building, will be in the project's community room. The entrance to that room is on 15th Street. One apartment on each floor of the facility will be open for tours.

Presiding at the program will be Bob Westerberg, chairman of both the Clatsop County Board of Commissioners and the Clatsop County Housing Authority. The housing authority developed the project on behalf of Clatsop County government.

Among special guests at Friday's program will be Lynn Kelley, a housing development specialist with the state Housing Division. The state agency provided long-term financing for building renovation. The project, which includes 46 one-bedroom apartments, is in the former St. Mary Hospital building.

The building is named for Bethenia Angelina Owens-Adair, who was born in Missouri in 1840 and came to Oregon with her parents in 1843 in a wagon train led by Jesse Applegate. She grew up on Clatsop Plains and later became the first female doctor west of the Rocky Mountains.

Mrs. Owens-Adair was married at 14, a mother at 15 and divorced at 16. She put her son through medical school and established her own successful practice in Portland. In 1884, she married Col. John Adair at Astoria and they settled in Warrenton. Considered a pioneer suffragist, she died at her home in 1927.

Clatsop County government officials will present a portrait of Mrs. Owens-Adair to the facility's residents at Friday's ceremony. The portrait will hang in the community room on the ground floor of the building.

The project is being managed by Northwest Oregon Housing Association, which has an office at The Owens-Adair. NOHA is a non-profit organization which manages federal housing programs in Clatsop, Tillamook and Columbia counties. NOHA administered the renovation project.

12-7-81



The Daily Astorian—BILL WAGNER

Rare cargo

Metric-sized lumber bound for Japan, a cargo rare at the Port of Astoria docks, was loaded aboard the Kinko Maru last weekend. For a story about metric lumber exports, turn to Page 3.

Warrenton lumber to go to Japan

12-7-81

Astoria longshoremen loaded 1.2 million board feet of metric-sized lumber aboard the Kinko Maru over the weekend in what Warrenton Lumber Co. officials would like to see grow into a trend.

The lumber is the first major shipment of lumber that the Warrenton mill cut to metric dimensions for export to Japan. Warrenton Lumber Co. was one of the first U.S. sawmills to cut lumber in the dimensions required by Japanese builders.

The 1,600 bundles shipped on the Kinko Maru will provide enough lumber for Japanese builders to construct about 250 homes, said a spokesman for Dant & Russell Inc., Warrenton Lumber's parent firm.

Some of the lumber was purchased from a mill in the Tacoma, Wash., area, said George Griswold of Dant & Russell. That lumber was trucked to Astoria for loading on the Kinko Maru.

"We're an Astoria-area company," Griswold said. "We wanted to move it (the lumber) out of the Port of Astoria because we feel anything we can do to provide more jobs there, help the economy there, is going to benefit us, too."

Warrenton Lumber Co. manager Ted Bellingham said he was happy with terms Port of Astoria officials arrived at to provide the loading. "I'm happy the port made it possible," Bellingham said. "I'd like to see our lumber continue to move out of Astoria."

But future shipments are uncertain in any case, Bellingham indicated, because "the Japanese building industry is having the problems ours is." Japanese builders aren't eager to agree to regular supplies of lumber from any source until Japanese demand for housing picks up, he said.

Bellingham said the lumber was purchased by a large Japanese housing manufacturer. That builder bought it FOB Japan, which meant Dant & Russell had to secure the shipper and ship.

Area Chamber of Commerce Peo-
. Thursday at the Columbia River
ment of Astoria's waterfront for
say anyone may attend.

State Land Board to decide on Tongue Point Dec. 18

12-4-81

North Coast residents eager to know what the State Land Board plans to do with state-owned property at Tongue Point will have to wait at least a week.

Uses for Tongue Point will be on the agenda when the Land Board meets in Salem next Friday, a spokesman for state Treasurer Clay Myers said today. Myers serves on the three-member board with Gov. Vic Atiyeh and Secretary of State Norma Paulus.

Monday, a Division of State Lands spokesman had said an announcement about a Tongue Point lessee, one that would provide significant local employment, was imminent. No announcement was made, however, and Division of State Lands Director Ed Zajonc has been away from his office and unavailable for comment.

When it meets Friday, the Land Board will consider several lease possibilities as well as discussing in a general way the studies it has commissioned to determine the best use of the 148-acre site, said Chris Moody of Myers' Salem staff. The Land Board paid the U.S. General Services Administration $2.1 million for the property, most of which is wetland or submerged, in October 1980.

Meanwhile, an Albany entrepreneur is hanging in limbo. Wilhelm Loeffler, chief participant in a venture known as Ore-Mod Systems Inc., wants to lease the Tongue Point site to assemble modular housing for an $8-9 million contract Loeffler says he has with African interests.

Zajonc has said Loeffler's bid is just one of several lucrative offers for the site, and the state won't rush into a decision.

Choirs to sing for shoppers

12/14/81

A Christmas choir festival, sponsored by the Astoria Has It Committee, will begin Tuesday at 6:30 p.m. at 12th and Commercial streets, Astoria.

The festival continues each day except next Monday through Dec. 23 at the same downtown location. All weekday concerts begin at 6:30 p.m.; the Dec. 19 performance begins at 1 p.m., and the music will start at 2 p.m. Dec. 20.

Tuesday the Peace Lutheran Church Choir of Astoria, under the direction of Kristina Berney, will sing. The Naselle, Wash., High School choir, conducted by Dennis Crabb, sings Wednesday; the Northwest Oregon Symphonic Band, sponsored by Clatsop Community College, also will perform.

Thursday The Warrenton High School choir, directed by Carolyn Smith, will perform, and the band will play again. Friday Glenn Hall will lead the Astoria High School choir.

Saturday "God's Kids," a youth choir from the Philadelphia Church of Hammond under the direction of Alene Helbling, will perform. Sunday it's the band once again.

Monday the Grace Episcopal Church of Astoria choir, under the direction of Myke Tocchini, will sing. The series is due to end with the Philadelphia Church adult choir Dec. 23.

Jeff Ter Har of the committee, a branch of the Astoria Area Chamber of Commerce, says representatives of other choirs that want to participate may call him at 325-5515 or the chamber at 325-6311. Ter Har says Bumble Bee Seafoods is providing a trailer for the musicians to use, and the Astoria city government is providing use of other equipment.

Christmas spirit

12-7-81

I just want to publicly express my appreciation for the Christmas spirit evidenced in downtown Astoria. I sauntered up and down the streets a couple of days ago and so enjoyed the cedar garlands and red bows decorating the stores. The window displays with their variety and quality of goods made me realize how our town has improved.

I went into one store to tell the owner how beautiful the window display was and the abundance of beautiful gifts displayed.

With all this in our local shops, we need not go anywhere else to shop.

HELEN S. FOWLER
Route 3 Box 143
Astoria

12-11-81

Port finds giving a break a little taxing

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners may have known before Thursday that the U.S. tax code was complicated.

After all, one commissioner is a retail merchant, one a title company executive and one a lawyer.

But nothing prepared them for Thursday's special commission meeting.

The special session was called to allow Pan Ocean Bulk Carriers Ltd., of Seoul, South Korea, to take advantage of a provision of that code, Section 1.103-8 (a) (5).

Port commissioners wanted to give the Korean shipping firm, which recently leased the port's grain elevator, the same kind of tax break it had given to ACT Group, a consortium that has an option to lease port property for a coal yard.

Alas, the deal which port staff members had drawn up wasn't complicated enough. The meeting had to be recessed while an attorney for a Portland law firm designated to act as bond counsel drew up some amendments.

In the process, he drafted amendments to the amendments port commissioners were considering for the ACT Group tax break.

When it was all over, both resolutions conformed to the provisions of the tax code section; and both ACT Group and Pan Ocean may qualify for the break.

Doug Courson, representing the Portland law firm Ragen, Roberts, O'Scannlain, Robertson & Neill, told commissioners, "The whole purpose (of the resolutions) is to comply with a highly technical section of the tax code. What you're doing is somewhat artificial in that you're trying to comply with that code."

That was an understatement.

The meeting boiled down to a lawyers' rap session when Commissioner Nick Zafiratos, who is an attorney, noticed the documents were "open-ended" — they had no expiration date, except that they're tied to other deals the port made with Pan Ocean and ACT Group. The amendments commissioners added were to include such expiration dates, simply by mentioning those other deals—Pan Ocean's lease and provisional agreements, and ACT Group's option and memorandum of understanding.

So. Where does that leave us? Oh yes. The resolutions passed Thursday allow both Pan Ocean and ACT Group to recover their study costs, their "front-end" costs, with industrial development revenue bonds.

Ordinarily, a firm can finance with bonding only those costs incurred after the decision is made by a government jurisdiction to issue the bonds. The costs Pan Ocean and ACT Group would pay to get to that point would have to come out of the ventures' own pockets.

In both cases, that's a considerable amount. ACT Group alone, for example, has budgeted $1 million for the first year's worth of what could be four years of study.

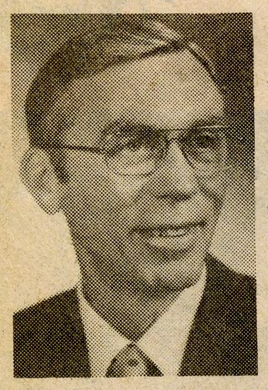
The incentive measures the port commission passed Thursday will allow the ventures to recoup all costs for their projects incurred from the date of the resolutions — that is, Thursday — when they come to the point of which they want the port to issue bonds.

Even so, the resolutions passed Thursday won't relieve ACT Group and Pan Ocean from responsibility for bond repayment; local taxpayers won't bear that responsibility.

LOCAL NEWS IN BRIEF

12/14/81

Bank president to address forum



Robert Mitchell

Robert Mitchell, president of U.S. National Bank of Oregon, will be featured speaker at the Astoria Area Chamber of Commerce noon forum Thursday.

Mitchell, 58, has been president of U.S. National Bank, vice president of U.S. Bancorp and a director of both since 1974. He joined the bank in 1946 after serving in the U.S. Marines. From 1947 until 1948 he was operations officer of the Astoria branch, and has worked in most departments of the Portland-based bank in his 35 years with the company.

Mitchell also is a director of U.S. Bancorp Mortgage Co., U.S. National Bank International Corp., U.S. Bancorp Financial Inc., Bancorp Management Advisers, Commerce Mortgage Co., Visa U.S.A. Inc. and Visa International, and the Northwest Intermediate Banking School.

He is a member and director of several civic organizations.

His forum luncheon topic will be "Where Is Oregon Going?" For reservations, call the chamber, 325-6311.

Dynamic chamber

12/21/81

Increased profit making is a major part of the benefits received when you belong to the dynamic Astoria Chamber of Commerce.

Being self-employed in a business that helps all people, including businessmen, make more efficient use of their time to increase their earnings, I was especially interested in (and motivated by) the complimentary copy of the chamber's December newsletter.

Five hours following its delivery and carefully reading its contents I was present at the chamber office located at the Port of Astoria.

When I arrived a pleasant — almost royal — greeting was given me by secretary Peggy Enlund and I was soon introduced to the chamber's manager, Jim Durham. Mr. Durham described the conservative $25 annual membership fee that includes all the chamber's benefits.

The chamber's December newsletter article entitled, "Job Burnout: How Can Business Help?" describes how American businesses lose 430 million workdays a year in addition to losing worker productivity that affects one out of every two workers. It also tells where to find detailed information that will help you alone or you and your business overcome these conditions to prosper.

All this and much more promised at the dynamic Astoria Chamber of Commerce. You can't beat that!

WALLY ERP
Route 2 Box 106
Astoria

Chamber's First Citizen Award

12/14/81

Warrenton's Ruth Cotter honored

WARRENTON — The Warrenton Chamber of Commerce has named businesswoman and civic activist Ruth Cotter the winner of its First Citizen Award for 1981, chamber President Hugh Mason said Friday.

Mrs. Cotter, owner of a Warrenton floor covering business, is a member of the Warrenton Planning Commission, vice chairman of the Clatsop Care and Rehabilitation Center district board, former chairman of the care center district's budget committee, and a longtime activist in senior citizens and youth affairs here.

Mason and fellow chamber board members Elmer Salmi, Donna Gagnon, Bill Park and Robert Moore picked Mrs. Cotter from among seven nominees whose names were submitted to chamber officials in anonymous letters, Mason said.



Ruth Cotter

The other six nominees were Polly Hurd, Hill Hainzinger, Gene Dilkes, Gil Gramson, Jeanne Shafer and Edna Black, who was one of two winners of the First Citizen Award in its first year, 1980.

Mrs. Hurd, a Warrenton-Hammond School District secretary, founded the Warrenton Territory Playhouse, which has presented a play each spring in recent years in the Warrenton High School gym. Proceeds from the plays have been used to buy equipment for district schools.

Hainzinger, a retiree, was nominated for his efforts to gather hundreds of pounds of waste newspaper, to donate to the Astoria Lions Club, which recycles them, Mason said.

Dilkes, former editor of The Columbia Press, a weekly newspaper based here, has been active in chamber and senior citizens affairs. He is a chamber board member, but he absented himself from discussion of the First Citizen Award winner, Mason said. Dilkes was to begin as editor of the Seaside Signal, another weekly newspaper, this week.

Gramson, the Warrenton city manager, was named for his efforts to develop the new Warrenton city park as well as his coaching at Warrenton High School and in summer youth leagues. A former Warrenton-Hammond School Board member and Warrenton planning commissioner, Gramson was nominated for the second year in a row.

Mrs. Shafer organized a drive this fall to recall all five Warrenton city commissioners, but she later dropped it. She has remained active in political affairs here.

Mrs. Black is a senior citizen activist and a member of the Crazy Eights, a group of eight women who have spurred the drive to get federal grants to build a community-senior citizens building in the city park.

Mrs. Cotter's honor was announced at a reception Dec. 4 at a Warrenton restaurant.

, Astoria, Oregon, Friday, December 18, 1981

Bank president says

State recovery 'to be ahead of nation'

By JAMES HOLMAN
Of The Daily Astorian

Oregon's economic recovery will be less robust than those after past recessions, but should begin a few months earlier than the nation's, the president of U.S. National Bank of Oregon predicted Thursday.

Robert Mitchell, whose 35-year career with the bank has included a year as operations officer of the Astoria branch in 1947, told an Astoria Area Chamber of Commerce noon forum audience the state's lumber and wood products industry should show improvement by mid-1982.

Contrary to the common perception, "lumber inventory nationwide is dry," he said.

Other sectors of the state's economy should begin to see improvement in the second half of 1982, he said. To avoid the cyclical pattern Oregon's economy has been subject to because of the lumber and wood products industry, diversification must continue, Mitchell said. "We have to get off the total dependency on aspects of the economy we've had in the past."

THE PORT OF Astoria's recent corn and grain deals are a positive step in that direction, Mitchell said. "It would seem to me this is the primary beginning many of you have been looking for for so many years. Astoria can be a major port to the Far East."

Oregon's and the nation's economic problems resulted from decades of government overstimulation of demand, he said. "We're all . . . guilty of overindulgence. It's too bad it has taken 25 years for economists to see the error of their ways."

Persistently high interest rates during the last few years "have done nothing more than reflect the true cost of money." But, he noted, the prime rate has dropped from 21.5 percent to 15.75 percent in just a few months and the annual inflation rate now is below 10 percent.

"CREDIT DEMAND IS down . . . and we should see a continuing slight decline in those interest rates. The big question is, what happens to interest rates when the recovery begins?

"I don't see them increasing as high as rates have been."

Mitchell "conceptually believes in and defends" most of President Reagan's economic principles, he said. But, in answer to a question, Mitchell said his "major concern is that the public won't have the patience to let this program have a chance to work. It's not going to be painless. It's not perfect. But what other alternatives do we have today?"

On other topics, Mitchell made these points:

— Single-digit interest rates are unlikley "in the forseeable future," but may return "eventually;"

— Government must quit building an automatic inflation factor into budgets. "I don't put one in when I make a budget for the bank; we try to overcome it;"

— Administration officials are "shadow boxing" when they say too much emphasis is being placed on the huge federal deficits predicted for the next few years;

— A citizens group should come up with a proposal for a sales tax in Oregon and promote it, because the Legislature will never get one approved.

MONDAY, DECEMBER 14, 1981

Bumble Bee closes cold storage in January

By CHRIS GENNA
Of The Daily Astorian

Bumble Bee Seafoods announced today it will close its Astoria cold storage plant in January.

The plant had employed about 160 during peak operations in recent years, but the closure now will put about 50 people out of work, said John Supple, Bumble Bee area manager.

Closure of the cold storage plant will leave only Bumble Bee Shipyard, employing about 30; a salmon labeling, casing and warehousing operation, employing about 22; and about 20 office personnel still employed in Astoria by the Castle & Cooke subsidiary, Supple said. Astoria office personnel will remain to provide support for the labeling and shipyard operations, he added.

Bumble Bee, however, has been trying to sell the shipyard. If a buyer were found, it's unlikely the firm would keep 20 office personnel in Astoria to support a labeling operation which employs only about the same number.

Closure of the cold storage plant at the foot of 39th Street means Bumble Bee will move elsewhere a "value added" salmon processing pilot operation which had been conducted here. Supple said that processing technique was portable and could be moved easily.

Today's announcement ended weeks of speculation. On Nov. 30, in response to questions from The Daily Astorian, Supple said, "I have no word (of an impending closure) at this time; but I can't say what tomorrow will bring."

Supple had commented almost identically on Nov. 13, 1980, to questions about whether Bumble Bee offices would be put up for sale. Two months later, on Jan. 16, 1981, the offices at the foot of Sixth Street were offered for sale and the company headquarters was moved to the former American Can Co. warehouse.

At that time, company officials said the consolidation of Astoria-area operations was an efficiency move and didn't mean the company was leaving the Astoria area.

Supple had made similar statements in November 1979, just weeks before the company announced the closure of Samuel Elmore tuna cannery. That cannery, employing 350-550, was closed Feb. 1, 1980.

The cold storage plant will be put up for sale, as have the shipyard, the former company offices and the Elmore Cannery.

Assessed valuation of the cold storage property is $20,700 for the land, $1,411,900 for the building and $127,000 for shrimp cleaning machines, Clatsop County Assessor Art Johnson said today.

Bumble Bee has been unable to sell the larger properties, but has found buyers for several former fish receiving stations, Supple has said.

Supple provided The Daily Astorian with a prepared statement today, announcing the closure. In that statement, William P. Woods, vice president for salmon and shellfish production, said, "Since the Elmore Cannery was closed . . . we have made a highly concentrated effort to keep our remaining Astoria cold storage operations viable. Unfortunately, our efforts have not resulted in success."

The plant's primary product has been tiny Pacific shrimp, for which markets in the United States and overseas have been severely depressed, the official said.

Woods said he didn't expect the "unfavorable economics" of the shrimp market to improve in the foreseeable future.

Nor is the picture any brighter for other cold storage plant products — black cod, Dungeness crab and Columbia River salmon.

Supple told The Daily Astorian Nov. 30 that the cold storage plant wouldn't

See Bumble Bee, Page 3

Bumble Bee

12/14/81

Continued from Page 1

be processing Dungeness crab this year.

Supple said Bumble Bee would buy crab in Astoria, but would truck it to Newport for processing. The crab season opened Dec. 1.

Today's announcement said the cold storage plant would quit buying fresh fish and shellfish Dec. 31. The plant will stop operating in January. The shipyard continues in operation while a buyer is sought.

"This has been a very difficult decision for Bumble Bee Seafoods and Castle & Cooke management to make," Woods said.

He noted that Bumble Bee's association with Astoria dates from 1899, when Bumble Bee was formed from Columbia River Packers Association.

The closure will leave Bumble Bee with only its Newport operation, employing about 125-130, in Oregon.

Castle & Cooke also has announced the closure of a fruit and vegetable cannery it owns in Salem.

The Honolulu-based company announced Friday it would close the Salem plant, which employs 100 full-time and 450 seasonal workers, Jan. 15.

That cannery had been in operation in Salem since 1923, and was acquired by the company that is now Castle & Cooke in 1956.

12/17/81

Lone bright spot

OCA pledges aid in boosting travel

At their recent annual membership meeting, members of the Oregon Coast Association pledged to support and coordinate with chambers of commerce, convention and visitors bureaus, and the state Travel Information Section in promoting the travel industry.

Statewide recognition of the fact that travel is the one bright spot in the state's economy, and is likely to remain so for several years to come, mandates that tourist promotion efforts be substantially incrased by all those involved, according to OCA president Don Dillon. For the past several years the advertising program conducted by the state Travel Information Section has produced a return of at least $19 in "new money" for every dollar invested.

"We realize the legislature will be hard pressed to bring our budget back into balance, but we believe one way of increasing revenue to the state is by expanding the travel industry and increasing the flow of these out-of-state dollars," Dillon said.

Dillon further states, "We can profit substantially by following the example of the state of New York. A few years ago they were confronted with far greater budgetary problems and turned to promoting tourism for a solution because it offered the greatest immediate return for dollar invested. If the Oregon trouist industry is to even remain at a status quo level, we must increase our current budget to meet the newly created competition from our neighboring states of Washington and Idaho.

"The Washington state legislature, in the face of greater budgetary problems than those of ours, just recently voted $4.5 million to launch a new tourist promotion program. Idaho's budget substantially exceeds our budget of only $715,000. In addition, we must consider that states like Alaska, Hawaii, New York and others have budgets ranging from $6 million to $11 million. Therefore, we must substantially increase our travel promotion budget if we are looking to tourism to improve our economy. We are calling on th governor to assist us and the travel industry in this effort.

"The average citizen does not realize that the private sector is currently spending several million dollars in tourist promotion, and the industry has every right to expect the state's participation in areas that they, the private sector, cannot effectively reach. We further feel that any industry that provides almost 70,000 jobs certainly deserved the attention and support of state government," Dillon said.

Thank you 12/22/81

The Astoria Retail Merchants would like to thank the following groups for their participation and assistance in decorating Astoria for the Christmas season: City of Astoria (administration and crews), the Port of Astoria, Pacific Power & Light Co, Cox Cablevision, the Astoria Chamber of Commerce, Scandinavian Festival Association, the Astoria Jaycees, the Lions Club, area businesses who decorated their storefronts, and all the many businesses that contributed financially to the Christmas fund.

Without the cooperation and support of the numerous individuals, civic groups, and businesses involved, Astoria's holiday decorations would not have been possible. Thank you one and all.

STAN HAUER
Chairman
Astoria Retail Merchants Committee



The Daily Astorian—BILL WAGNER

12/22/81

Wrapped up in holiday spirit

Kari, left, and Leona Perkins were busily wrapping Christmas presents Monday afternoon. The presents weren't their own — the gift-wrapping was helping to raise funds for the needy. The two volunteers from the First Methodist Church were wrapping at the Stylemasters College, 1139 Commercial St., Astoria, where merchants and the Astoria Ministerial Association are providing the service for a fee. Wrapping service is available there from 11 a.m to 8 p.m. through Christmas Eve.

That isn't the only wrapping service in the area, however. Members of the Zeta Chapter of Beta Sigma Phi are wrapping gifts in the PayLess store in Warrenton's Youngs Bay Plaza. Funds raised from that wrapping, which is available from 3 to 9 p.m. through Thursday, will go for the club's local service projects.

12/22/81
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Hanlon opposes 'cut, cut, cut' mentality

12/22/81

By TODD MERRIMAN
Of The Daily Astorian

At a time when government budget cutting and tax slashing are politically in vogue, state Sen. Charles Hanlon is charting a different course.

Looking ahead to the January special session of the Legislature, Hanlon promised Monday "to go to bat for keeping Oregon together, by tax increases if that's necessary."

Hanlon discussed his plans for the special session, called by Gov. Vic Atiyeh to deal with a state government revenue shortfall of about $240 million, during a meeting in the Astoria Public Library Flag Room. The Mountaindale Democrat set up the meeting, which drew about a dozen people, many of them local government and school officials.

State government's budget crunch dominated the discussion, which Hanlon opened by noting economists disagree about when the economy will pull out of the recession that has curtailed state income tax collections. "Nobody is really confident we're at the bottom of this thing," he said, adding that "the whole monetary system is in flux."

Despite Oregon's gloomy economic outlook, Hanlon said, now is not the time to make more, drastic cuts in the state government budget. Responding to lower-than-expected revenues and public pressure for leaner government, the Legislature already has cut most of the fat from the budget, he said.

Accusing state government of being a bloated bureaucracy is "an easy charge to make," but it's not supported by the facts, Hanlon said. Using the example of Aid to Dependent Children — welfare — Hanlon said state government has realized significant savings. n 1975, 105,448 people were receiving DC benefits. By November 1981, the umber had been cut to 78,328, he said.

In addition, the senator said, the erage payment to ADC recipients has clined in recent years. With figures e those, "it's going to be hard to con- ce me we have a bloated Human ources Department," he said.

ven so, the Senate Revenue Com- ee member said he expects the , cut, cut" voices to be raised loudly in the special session. And if those voices prevail, "it might well be said the cutbacks will cost you more than you save."

To balance the budget solely through budget cuts would cost 2,000 state employees their jobs and would cripple many programs that contribute to the quality of life in Oregon, he said. Maintaining a high quality of life is important not only for those who live in Oregon now, but is crucial if the state is to attract new, high-technology industry, he said.

Hanlon opposes balancing the state budget by dipping into basic school support — money the Legislature appropriates from its revenues to help local school districts — or cutting the state's property tax relief program. Those programs reduce the need for local property taxes, and to pare them would be to "transfer the problem from the state level to the local level," he said.

The alternative, he said, is to implement some new, temporary form of taxation to get the state through the 18 months left in the current two-year budget period. He suggested a 1 percent tax on gross receipts or a surcharge on income taxes. The quarter-billion-dollar state revenue shortfall could be offset by additional revenue amounting to less than 20 cents per Oregonian, per day, for the next 18 months, he said.

Hanlon expressed optimism the Senate will agree on some form of new taxation, combined with spending cuts. But in the House, where all 60 seats are up for election next year, legislators may balk at any tax increase, he said. He urged those in attendance to make their feelings known to legislators, particularly those on the Ways and Means and Revenue committees.

"You've got to at least equal the cut, cut, cut voices out there," he told his audience.

Most of them seemed to agree with Hanlon's approach.

Astoria School Superintendent Jack McRae said the district eliminated 14 positions this year and already is planning to cut 12 more next school year. Additional layoffs would be required if the Legislature cuts aid to schools, he said.

McRae endorsed the idea of a gross receipts tax or income tax surcharge, saying those taxes would be borne by people who are employed. Property taxes, he noted, are charged to property owners, regardless of their ability to pay.

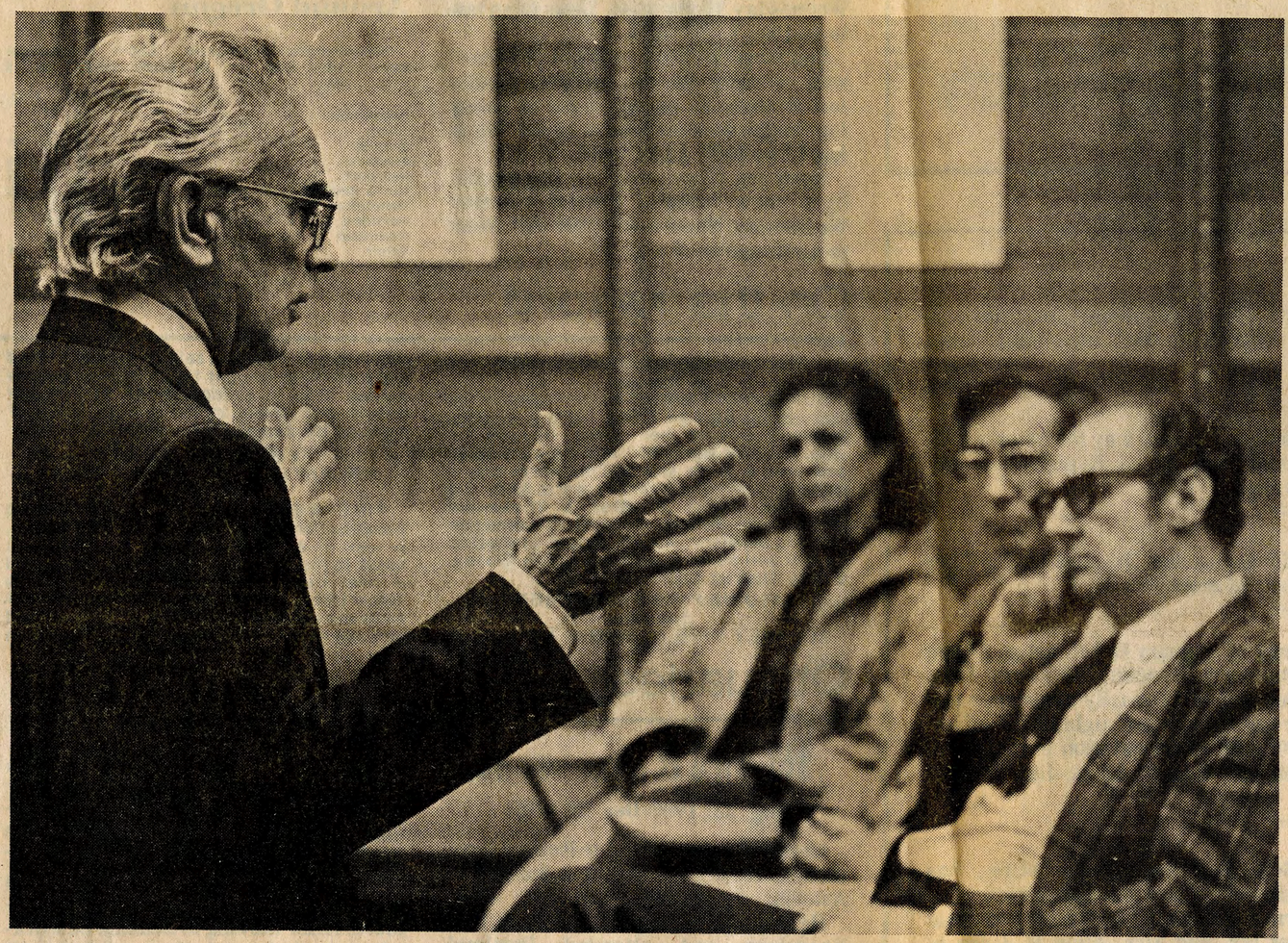
"Don't give up on basic school support," added Donna Hitchman, a member of the Warrenton-Hammond School Board.

Ron Caton, Astoria city government finance director, said cuts in revenue the state shares with the city — cigarette and liquor taxes, for example — could lead to city employee layoffs.

Jon Levy, Clatsop County government administrative officer, noted that most local government agencies and services were formed in response to public demand. "The public really created these entities. Now's the time to support them," he said.

Hanlon, who is seeking re-election to a third, four-year Senate term, said after the meeting that he plans to hold a similar session in Seaside.

He said the state's economic crisis, and forums like the one he sponsored Monday night, may provide a means of persuading Oregonians they have something special — something worth paying for.



The Daily Astorian—BILL WAGNER

State Sen. Charles Hanlon uses his hands to emphasize a point. Listening to his discussion of the state government's budget crunch are, foreground, Astoria Chamber of Commerce manager Jim Durham, Astoria School Superintendent Jack McRae and Warrenton-Hammond School Board member Donna Hitchman.

George nominations sought

12/23/81

The Astoria Area Chamber of Commerce is seeking nominations for its annual George Award, given for outstanding civic accomplishment.

Anyone can submit a nomination by sending a name to the chamber, P.O. Box 176, Astoria 97103. Nominations should include the civic activities and achievements of the nominee.

The recipient or recipients will receive the award at the chamber's annual meeting and installation banquet Saturday, Jan. 23, at the Astoria Golf and Country Club.

For nomination forms and information call 325-6311. Nominations must be submitted before Jan. 12.

12/24/81

Al Rissman

Ex-commissioner cool toward port's coal plan



By CHRIS GENNA
Of The Daily Astorian

Al Rissman, a former Port of Astoria Commission member and chairman, is happy that plans to build a coal facility in the port district are moving ahead.

But he's less than enthusiastic about the plan port officials announced Dec. 1. That proposal calls for building the coal terminal at the port piers.

Rissman, in a recent interview with The Daily Astorian, said he's concerned that building a coalyard there will preclude any other cargo developments at the piers.

And since the port docks are multiple-use facilities that serve a variety of small enterprises, it's unlikely any single developer could replace the docks with revenue bonding, he said.

"A coal yard at the port docks," Rissman said, "would eliminate at least three ship berths right off. It would eliminate a fourth berth if you couldn't use the east side of Pier 2.

"A COAL YARD at that location would require the demolition of the Pier 3 warehouse. That building's probably worth $12-14 million.

"And you'd lose the marine elevator we installed in the end of the Pier 3 warehouse." A marine elevator, he explained, is a ramp to roll cargo off and on barges.

Rissman said he's aware the Pier 3 warehouse is settling, and major work has been done to shore up its sagging. But he said port officials had engineers inspect the huge building twice during his terms on the commission, and both times the building was judged sound enough to fix and keep. Rissman served 16 years on the Commission, ending with his election defeat in April 1979 by Fred Shaylor.

To raze that building, at one time the largest covered warehouse in the world, might allow northwest winds in summer and southwest winds prevalent in winter to play havoc with loading ships at what is now the east side of Pier 2, Rissman said. But, he acknowledged, the point is irrelevant if that berth is to be eliminated.

Rissman contends the use of the Pier 2-3 area for coal might preclude use of the port dock area for other cargoes, like lumber.

Lumber shippers are getting so fussy, as the price of lumber escalates, that they won't take bundles which have been scarred by cables or marked by tire tracks. "They darn sure won't take lumber that's flecked with coal dust," he said.

And there will be coal dust, he said. "I visited those yards at Vancouver, when I was on the commission," Rissman said. "There's dust. It isn't anything to worry about — no health hazard, just a nuisance. But they (port officials) shouldn't say there'll be none."

RISSMAN SAID LUMBER export business should be a major target for the Port of Astoria, because a ban on log exports is inevitable and Far East lumber orders are increasing.

"Eight million board feet of lumber were just loaded for China," said Rissman, a longshoreman. "Four million at Coos Bay last week and another four million in Longview that we just finished (Sunday). But I heard that's the first part of something like 8 billion board feet the Chinese want to buy."

In addition, Rissman said, ships that take coal to the Far East will have to come back empty, unless the shipping lines can develop a back-haul, and for economic reasons, they'll have to.

So, Rissman said, the port will have to find a place to handle deck loads of containers or some other traffic which doesn't exist now.

The worst part, Rissman said, is that if the port committed the piers to coal, and then found it needed pier facilities for other cargoes, it would be too late.

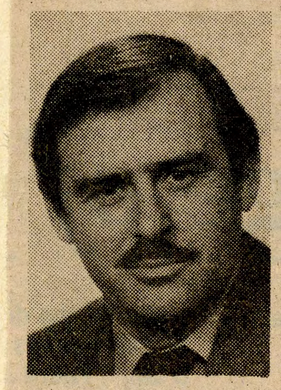
"Piers like that are a public facility," Rissman said. "They serve a variety of small-scale uses. If you had to build new facilities like them, no single user would move enough cargo across them to justify revenue bonding."

Rissman said that would leave only general obligation bonds — a burden on local taxpayers — to replace the piers. "And I feel G.O. bonds are out — the Clatsop County residents couldn't afford it and wouldn't go for it."

The former port commissioner agrees the major benefit of a coal yard in Astoria will be to provide the transportation infrastructure — rail lines and barge facilities and roads — needed for further economic progress.

"Don't try to give the impression I'm against this," he said. "I think we need that coal yard here; we need it bad. But I don't think they're considering all the effects. That yard is going to be with us for 50-60 years, and we better do it right.

"I just don't want the port commission in a couple years to find itself in the position that it has a coal yard and nothing else."



Floyd Shelton

Coal deal's architect says criticism premature

By CHRIS GENNA
Of The Daily Astorian

As far as Floyd Shelton is concerned, community uproar about Port of Astoria plans to participate in a coal exporting venture is premature at best and unnecessary at worst.

Shelton, executive director of the Port of Astoria, returned from a coal conference in Hawaii last week just in time to hear the first publicly stated opposition to a coal deal he ramrodded.

That deal involves granting a consortium of coal mining and shipping firms a four-year option on the port's Piers 2 and 3, and a nine-year right of first refusal on a site at the east bank of the mouth of the Skipanon River.

The three companies that formed the consortium, known as ACT Group, are providing $1 million to begin studies of the feasibility and impact of a coal yard.

The first steps in getting those studies started were taken this week, Shelton said. Until they are done, any talk of impacts is just speculation, he said; the studies themselves will reveal the impacts.

AMONG THE IMPACTS which will be studied, Shelton said, will be the effect of unit coal trains regularly moving through Astoria and, for that matter, St. Helens, Scappoose and Rainier.

Development costs examined in the feasibility studies will include, where necessary, grade crossing signals or pedestrian overpasses or other means of reducing the disruptive effects of the trains.

But Shelton had some preliminary remarks of his own to make, too. "You have to keep in mind that those 'dirty old coal trains' aren't much different than the 'dirty old corn trains' people seem glad to have. A pedestrian standing near the track when a train went by almost literally couldn't say what cargo the train carried," the port official said.

"We've come a long way from the Industrial Revolution," Shelton said, referring to dust-control methods. "Many, many laws on the books prohibit endangering the health or safety of people who live and work nearby. The port intends to comply with those laws."

Indeed, Shelton indicated, among the purposes of the ACT Group studies is to find out if it's feasible to build a coal yard in Astoria, with the price of such safeguards included.

THE PORT OF Astoria, in signing the agreement with ACT Group, agreed to keep confidential those findings which might be considered "trade secrets" or proprietary information.

But, Shelton said, that applies to the economic findings, not to the community impacts to be addressed.

"The Port of Astoria is trying to help the economy of Clatsop County. We want to do that to make a better life for residents. We think economic development will mean better lives for those who live and work here, and we aren't going to negate that by filling the air or water with coal dust."

Shelton indicated other cargoes might be more desirable — either less "dirty" or more lucrative than coal — but he said the port "has to recognize what our opportunities are."

The way it looks right now, coal is the cargo Astoria can handle.

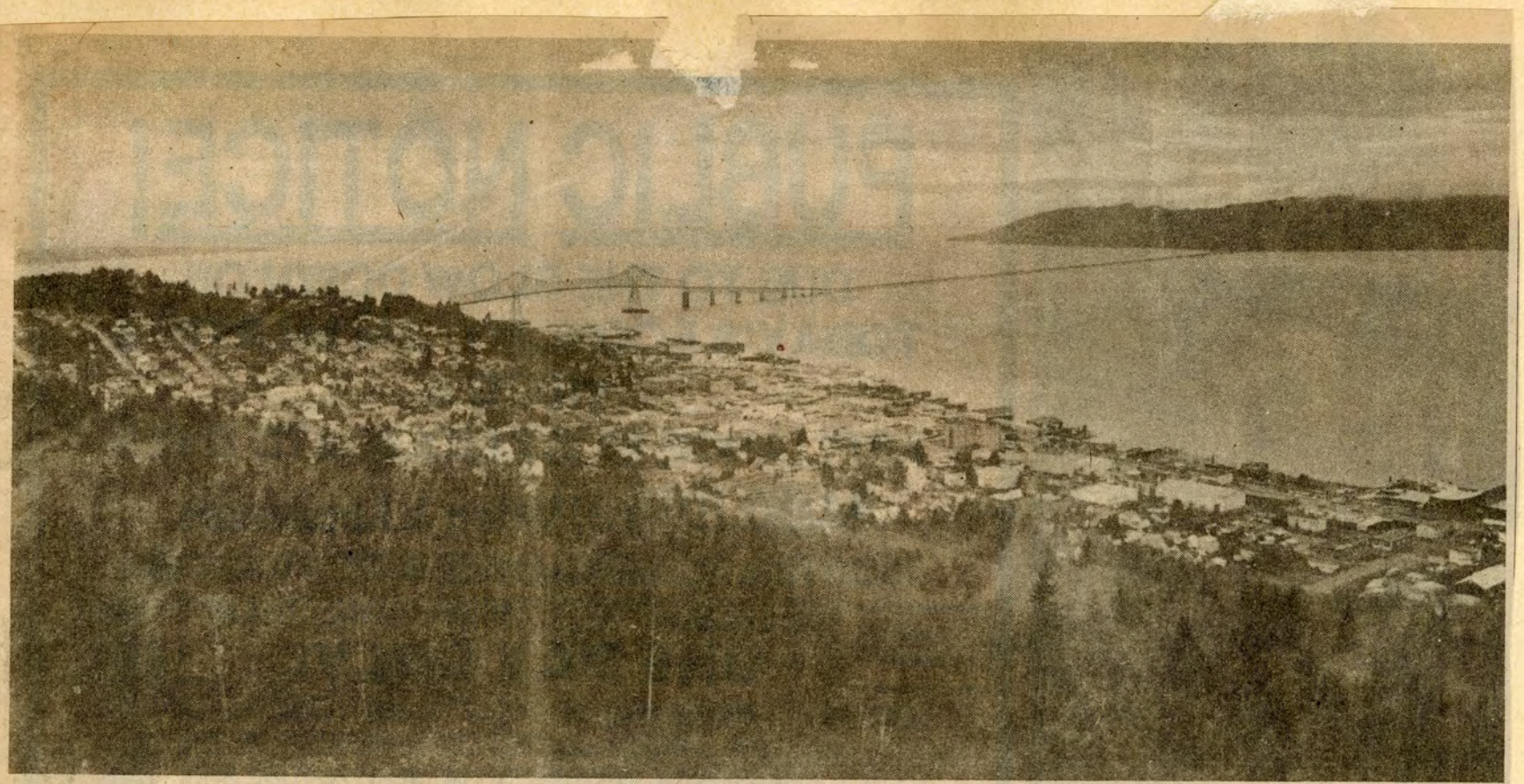
Shelton said he's not overly concerned about the loss of the use of the piers for other cargo movements, as is former port commission Chairman Al Rissman.

"BULK CARRIERS LIKE coal ships don't really lend themselves to carrying high-value cargo like containers," Shelton said of prospects for colliers' back-hauls. "But leaving that aside, in order to have a back-haul, you have to have the coal shipment in the first place.

"I'd like to get that coal movement going on the site that can be in business the soonest," Shelton said, "and I believe that's the pier area."

Shelton said preliminary plans call for the retention of two berths in the port's eastern slip — the berth on the west side of Pier 1, and the berth which now is on the east side of Pier 2.

"My personal feeling," Shelton said, "is that if we got to the point where we had those berths working to capacity, and the coal yard in operation, we'd be in the financial shape to develop our other port properties for marine terminals."



LYNN BLACK

BIG MOUTH — Columbia River widens into the ocean beyond Astoria-Megler Bridge. Astoria is in foreground with Southwest Washington on opposite side of the river.

12/25/81

Christmas 170 years ago special for Astoria

By DAVE BURNS
Journal Correspondent

ASTORIA — The Pacific Northwest's oldest community was established by a wise man from the East, 170 years ago. John Jacob Astor recognized the potential for a fur trading center at the mouth of the Columbia River and established Fort Astoria in 1811.

After the war of 1812 between the United States and Great Britain broke out, the royal warship "Racoon" entered the harbor and, using the authority of 26 deck guns, took over the fort, renaming it Fort George.

American ownership was re-established Christmas Eve at the close of the war and the seaport community has flourished these 170 years. Of course, the fur trade is a thing of the past and most local residents make their living from timber, fishing or the tourist trade.

A recent news release distributed by the Astoria Chamber of Commerce highlights the rich past of this old community:

"The vitality of Astoria's historic image is symbolized by the new $2.5 million Columbia Martime Museum. This expansive 37,000-square-foot museum is one of the expensive presentations of maritime exhibits in the United States."

The museum will move to its new quarters May 11, the 190th anniversary of the discovery of the Columbia River by Robert Gray.

After the British takeover of old Astoria, the Racoon headed back out to sea and crashed through a sandbar while crossing the treacherous Columbia River bar and ripped off its false keel. The ship was able to limp to San Fraincisco for repairs and arrived their with 7 feet of water in its bilges.

The Racoon's false keel, a massive copper beam, washed ashore and now is part ot the museum's collection.

A partial restoration of Fort Astoria, surrounded by 70 Victorian mansions, reminds visitors of early days of the community.

AREA BRIEF

12/28/81

Polk Directories Out — R.L. Polk 1981 alphabetical directories of Clatsop County residents are available from R.L. Polk & Co. or through the Astoria Area Chamber of Commerce office. The Detroit, Mich.-based Polk company publishes about 1,300 directories each year covering 6,500 communities in the U.S. and Canada. The directory also includes listing of residents by street address and by telephone numbers in numerical order.

Thank You

The Astoria Has It Committee wishes to thank the following for making our efforts to improve the Christmas shopping atmosphere in Astoria a success:

Peace Lutheran Choir
Northwest Oregon Symphonic Band - Clatsop Community College
Warrenton H.S. Choir
Astoria H.S. Choir
"God's Kids" Choir - Philadelphia Church
Grace Episcopal Church Choir
Philadelphia Church Choir
Glen Schaeffer
Helen Fowler
City of Astoria
Astoria Police Dept.
McCracken Motor Freight Co.
Astoria Ministerial Assoc.
Stylemasters College of Hair Design
KAST
KVAS
The Daily Astorian
Weekly American

ASTORIA HAS IT

12/31/81
65 Times
C. of C. In Paper

PORT-KOREAN GRAIN DEAL

PORT-COAL

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11-20-81

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Port, Korean firm sign grain deal

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners and representatives of a South Korean shipping firm signed an agreement today that will make Astoria once again an exporting point for Northwest grain.

Port of Astoria Commission Chairman Fred Shaylor and Ken Suk Park, chairman of the Korean firm Pan Ocean Bulk Carriers Ltd., announced the deal following a special port commission meeting at 10 a.m. today.

The agreement calls for the port to lease its grain elevator to Pan Ocean for 15 years.

Pan Ocean, which has ties to major grain buyers in the Republic of Korea, agreed to invest up to $3 million in the elevator to bring the facility into compliance with federal and state safety standards, and to install a "marine leg." The marine leg is a conveyor which can unload grain from barges brought down the Columbia River from eastern Washington and Oregon ports.

THE LEASE AGREEMENT, which took effect today, calls for Pan Ocean to occupy the facility within 10 days after the port's existing corn shipment agreement expires. That deal, with Ste. Michelle Vintners Inc. of Washington, which also involves shipments to Korea, is due to end next January.

The lease specifies no minimum quantities of grain to be shipped through the facility. Some port officials, however, have said quantities will have to be substantial if Pan Ocean is to justify its renovation expense.

Initially, port officials have said, Pan Ocean's grain operation might employ about 20, slightly more people than the port's current short-term corn delivery agreement.

Ships which load grain at the facility in the early stages of the lease will be standard-sized grain carriers with capacities of approximately 20,000 deadweight tons.

But the agreement signed today stipulates that if the Columbia River entrance channel is deepened, the port will provide depths suitable for the largest ships that can enter the river.

The port will collect dockage charges from ships and barges that load or unload at the facility. Roger Shannon, port deputy director for operation, said a typical 20,000-ton grain ship might be charged $673 per day, and loading typically might take five days.

PORT REVENUE FROM rental of the elevator will be minimal — $1 per year for the first 15 years. But Greg Baker, port deputy director for finance, pointed out that Pan Ocean's elevator renovation will be, in effect, revenue to the port.

That's because if the lease isn't extended after the original 15 years, the port will resume control of the elevator having realized the equivalent of $200,000 per year in improvements to the facility.

But the lease agreement goes far beyond the initial 15-year term. There is a provision that would extend the lease if Pan Ocean makes substantial additional investments in the elevator.

Under that provision, the lease would be extended one year for every 7 percent of the fair market value of the elevator which Pan Ocean spends on its further modernization.

And a separate document, also signed today, would give Pan Ocean the option to purchase the elevator outright, leasing the land on which the structure is built for 50 years, with three 10-year extension options.

Included in that second agreement, called the "provisional agreement," are plans for the $40 million total "renovation, modernization, and expansion" of the elevator, including nearly quadrupling its capacity from its present 1.1 million bushels to 4 million bushels.

"OUR ORIGINAL INTENT was to go into full and complete renovation immediately," said Pan Ocean's Park, who traveled to Astoria from Seoul. "However, because of non-competitive rail rates and line limitations, we will begin operating on a smaller scale, gradually increasing volume and making the renovations in phases."

If Pan Ocean decides to buy the elevator under terms of the provisional agreement, port Executive Director Floyd Shelton said, the Korean company understands the elevator would have to be put up for bid, as would any public asset being sold.

See Grain, Page 2



The Daily Astorian—BILL WAGNER

In the limelight

Under the glare of studio lights illuminating their meeting for a Portland television station's camera crew, Port of Astoria commissioners today announced they had entered into a long-term agreement with a major international shipping firm.

Shown from left to right are Commissioners Roy Niemi, Fred Shaylor, Nick Zafiratos, Henry Desler and Howard Johnson.

Commissioners said their pact with Pan Ocean Bulk Carriers Ltd. of South Korea will be "an important step in the development of maritime activity in the lower Columbia River area and will have significant economic benefits to Astoria and the Pacific Northwest, as well as Korea."

THE L

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Korean firm sign grain deal

brought down the Columbia River from eastern Washington and Oregon ports.

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See Grain, Page 2

Elevator's upgrading to be costly

By CHRIS GENNA
Of The Daily Astorian

Any attempt to make the Port of Astoria's grain elevator meet modern standards for efficiency and safety will require extensive work.

An agreement announced today between the port and Pan Ocean Bulk Carriers Ltd., a South Korean shipping line, requires Pan Ocean to spend $3 million in immediate renovation work.

That amount is none too much. According to an engineering report prepared for the port Nov. 6, a marine leg would cost from $745,000 to $1.24 million. That is the only one of several items that might be considered to increase the elevator's efficiency.

The other items, such as improvements in the electrical system and dust collection system, are essential to safe operation of the elevator.

And renovation of the scales is necessary for accurate delivery.

Steve Beech, assistant manager of enforcement of the Oregon Accident Prevention Division, told The Daily Astorian his agency and at least two federal offices are concerned with preventing an explosion in the elevator.

BEECH EXPLAINED THAT when particles of a certain size are dispersed in a volume of air to produce a specific ratio, the atmosphere becomes volatile. Then any ignition source — spark, heat source or open flame — can touch off a blockbusting blast.

That atmosphere is easy to brew in an elevator, where grain dust is everywhere. But grain dust isn't the only normally docile material which can become explosive. Beech said even steel particles, ground fine enough and mixed in the right proportion with air, can explode.

Some safety requirements are the result of advancing technology, Beech said. "We've come a long way since that elevator was built (in 1917), in terms of lessening explosion hazards."

An example is tramp metal magnets — magnets installed in grain chutes which draw out stray nuts, bolts, and other metal in the grain before they can strike the wall of a storage bin and make a spark.

Others are requirements which have been around a long time, like the need to install or improve guards on open belts, gears and rotating shafts.

See Elevator, Page 2



The Daily Astorian—BILL WAGNER

In the limelight

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Ambassador steals show at forum luncheon

11-23-81

Diplomat sees Korean-Oregon trade increase

By CHRIS GENNA
Of The Daily Astorian

Byong Hion Lew, the Republic of Korea's ambassador to the United States, was the star of a gala Port of Astoria-Astoria Area Chamber of Commerce noon forum Friday, even if his part was minor.

Lew's role, aside from the brief remarks he made at the luncheon in his honor, was to preside over the announcement that the Port of Astoria had signed a 15-year lease of its grain elevator with the Korean shipping firm Pan Ocean Bulk Carriers.

That lease, one port spokesman said, would result in revenue to the port of $75,000 to $100,000 per year from dockage fees, and a complete overhaul of the elevator to meet all safety standards, financed by Pan Ocean.

But dramatic as details of the elevator lease are, the agreement is nothing more than an interim step, said Pan Ocean's top man, Ken Suk Park.

Park told Astorians that if rail rates to Astoria ever become competitive, his firm will buy the elevator, expand it and turn the port's Pier 1 into a world-class grain port.

PARK ALSO MENTIONED Pan Ocean's desire to get into the coal trade and locate a coal transshipment facility at Astoria.

Through all this, Lew smiled beneficently.

His bearing and his words reflected his background as a lifelong military man who had become a diplomat.

Before the luncheon, Lew told The Daily Astorian most Oregonians find it "surprising" that Korea is the state's second-largest trade partner by volume.

"The people I've been meeting, port officials and trade representatives, they know," Lew said. "But the average citizen, I think, finds this surprising."

Lew indicated his government doesn't intend to settle for second place much longer.

THE KOREAN ECONOMY is growing at ever-increasing rates as industrial productivity and personal incomes rise, he said.

"But to be best customer of Oregon, we have to grow more," he said with a laugh. That exchange revealed the diplomat.

Then Port of Astoria Commissioner Howard Johnson told of exploratory oil drilling in Clatsop County, and Lew's response revealed the military man.

"Last time I dig, I found North Korean tunnel," he said. The group around him laughed. Lew related how his military forces just south of the Korean Demilitarized Zone uncovered a tunnel the South Korean government says was intended for infiltration from the Communist north.

Lew spoke briefly of his experience in Vietnam. "I commanded the ROK division in Vietnam," Lew said with pride, "and we never lost a base. We never lost a helicopter in one of our camps. We tried to teach Viet Cong a lesson: Not to attack ROK forces."

LEW BRISTLED — POLITELY — when a reporter suggested a U.S. infantry division guards the Korean DMZ. "U.S. division guards 1,000 meters of border, near Panmunjon," he said. "Otherwise they are in reserve, and ROK military guards all the rest."

The military man was supressed again in favor of the diplomat during the luncheon. Lew said he thought it would be "impossible" to extend his stay in Oregon one more day to visit Astoria.

Lew said Jim Thayer, chairman of Oregon Gov. Vic Atiyeh's Lower Columbia River Development Task Force, and Floyd Shelton, executive director of the Port of Astoria, drove Lew and his wife through the "beautiful scenery," telling the ambassador of the "background and history of Astoria."

"When we saw the coast," Lew said, "my wife asked, 'Is that the Pacific Ocean?' and I said, yes, and can't you see Korea on the far side?"

Lew said Korea and the U.S. would be neighbors if there were no ocean between the two nations, but "we have modern transportation like Pan Ocean to link Astoria and Korea."

IF THAT COMMENT didn't make Lew's role clear, he left no doubts after his luncheon remarks were finished.

Gerry Drummond, the President of Pacific Power and Light Co.'s coal subsidiary NERCO Inc., gave Lew a hunting rifle. Drummond, presenting the cased weapon, observed that Lew was an avid hunter.

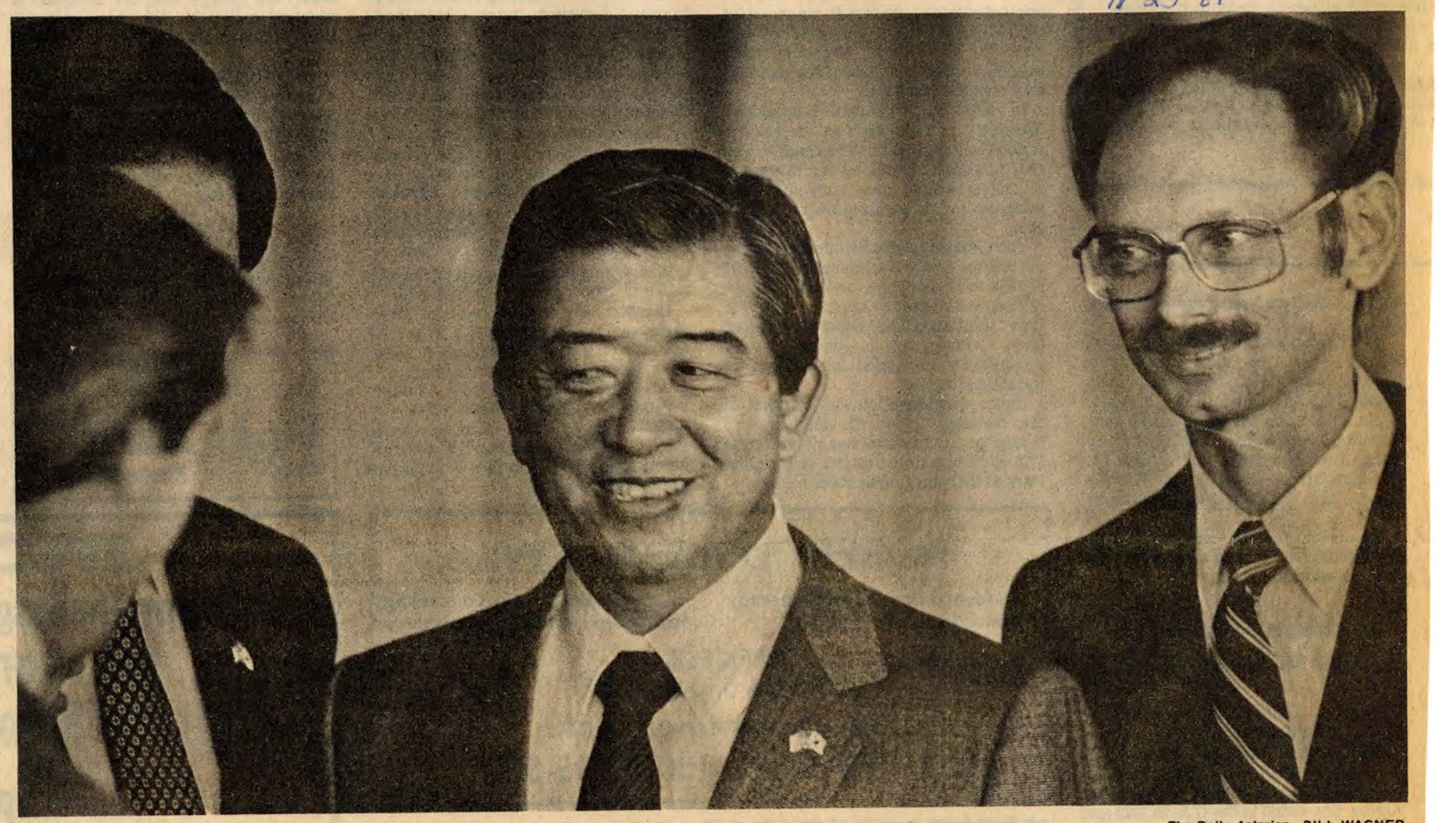
Lew accepted the rifle, saying with a laugh "this is the first time in my life I've had a gift so large."

Lew added, "Pan Ocean is Korea's largest carrier, with 1.5 million tons of shipping. They have let contracts to build 10 more ships to give them 2 million tons. I will have to ask Chairman Park if he can take this gift home for me."

The ambassador completed his "extra day" in Oregon by attending a briefing on coal shipping potential at the Port of Astoria. Lew asked some pointed questions of A.E. "Ted" Michon, international marketing vice president for Burlington Northern Inc.

He toured the Clatsop County area by U.S. Coast Guard helicopter, and visited the National Guard facility at Camp Rilea.

The Lews and several officials of Pan Ocean were guests at a private dinner party Friday night at the home of J.W. "Bud" Forrester. Forrester, a member of the task force Thayer headed, is editor of The Daily Astorian.



The Daily Astorian—BILL WAGNER

Byong Hion Lew, center, South Korean ambassador to the United States, and Fred Shaylor, right, Port of Astoria commission chairman, stood together in a reception line at the Astoria Golf and Country Club Friday.

Astoria moves closer to coal yard

Commissioners say pacts make port front-runner

By CHRIS GENNA
Of The Daily Astorian

Port of Astoria commissioners took what one of them called "the most positive step in 16 years" when they agreed Tuesday to eventually issue up to $130 million in industrial development bonds to finance construction of a coal transshipment yard in the Astoria area.

Commissioners also announced they had signed an agreement to grant a four-year option to two major corporations to lease the port's Piers 2 and 3, where such a coal export terminal would be built.

That option agreement grants subsidiaries of Burlington Northern Inc., and NERCO Inc., who also have signed it, the right to lease the piers, and would give them, for nine years, a right of first refusal on port land at the east side of the mouth of the Skipanon River in Warrenton.

THE RIGHT OF first refusal means the consortium, known as ACT Group, could lease the port-owned Skipanon site before any other potential lessee, if the property is needed for expansion of a coal facility at the piers, or if the piers prove infeasible for a coal yard.

ACT group, port Executive Director Floyd Shelton explained, is a consortium formed by Glacier Park Company and Astoria Coal Terminal Inc. (ACT Inc.).

Glacier Park Co. is a wholly owned subsidiary of Burlington Northern Inc., a holding company which also owns Burlington Northern Railroad.

ACT Inc. is a wholly owned subsidiary of NERCO Inc., a coal mine operating company which is itself owned by Pacific Power & Light Co.

Commissioners passed a resolution Tuesday stating their intention to issue industrial development bonds to cover costs of constructing a coal yard, the amount not to exceed $130 million.

Shelton said the resolution wasn't a proposal to issue bonds at once. He said the resolution would be an inducement to the developers to begin studies of the feasibility of a coal export terminal here.

Shelton said Tuesday's resolution would allow ACT Group to use money from the bond sale to recover the cost of preliminary feasibility studies. Bonds would be sold when construction of the coal yard was ready to begin, he added.

Industrial development revenue bonds are guaranteed by the credit of the firms that wish to develop the facility. During the bond repayment period, the port would be the technical owner of the facility, leasing it to the developers. A portion of the developers' lease payment, not tax money, would be put in trust to pay off the debt.

THE OPTION AGREEMENT also sets down some basic terms for subsequent leasing of the pier area Shelton said final lease terms will be negotiated when the ACT Group parties are ready to lease the property and to begin construction of the coal yard.

Basically, those terms call for a 46-year lease of the property, which could be renegotiated or canceled after 25 years.

The rental amount is to be renegotiated after the first 15 years of the lease and then every 10 years thereafter. The rental would be based on the fair market value of the land multiplied by a factor which takes into account the health of the national economy, in much the same way that labor contracts are pegged to the consumer price index.

The factor to be used in rental computations is considerably more conservative than price indexes, however. It will be Moody's Municipal Long-Term Bond Yield Average, that figure itself averaged for the three years prior to rental renegotiation, to remove short-term fluctuations.

The fair market value, the other half of the rental equation, will be based on the value of the land only, not on the coal stored there or the facilities installed to stack and load the coal.

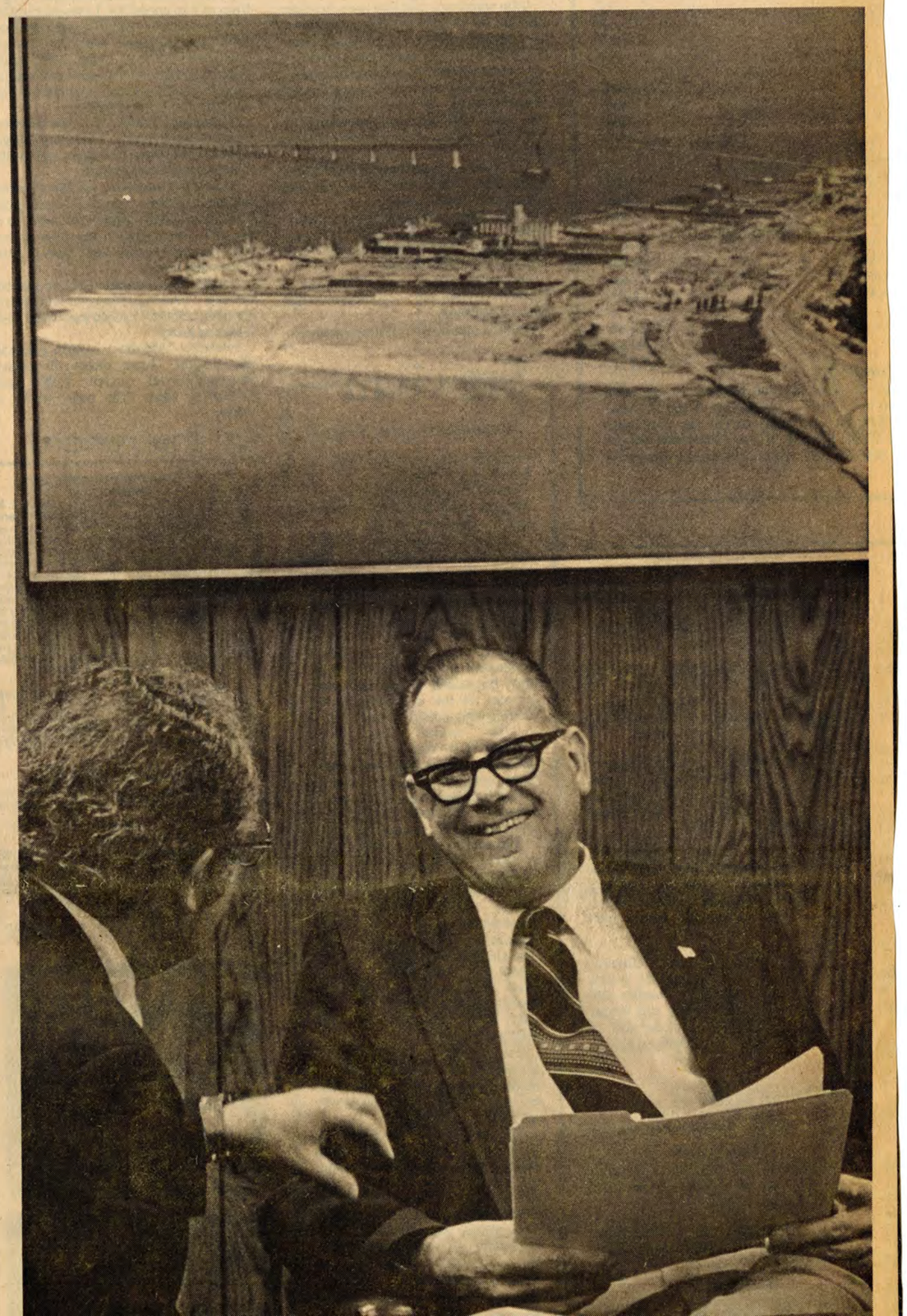
That description will prevent the developers from paying an increased rent because of improvements they made to the land at their expense.

The value of the land will be determined by two appraisers, one hired by ACT Group and one hired by the port. If their appraisals differ by 10 percent, the appraisers themselves will hire a third appraiser who, presumably, would find a figure close to one or the other of the first two appraisals.

THE COAL YARD which might be built would be a public facility, not a proprietary one — it would have to load ships of other companies, subject to rates set by the consortium.

Bill Lyons, vice president for regulatory functions of the Portland-based NERCO, said his company's subsidiary (ACT Inc.) and Burlington Northern's subsidiary had signed a memorandum of understanding which

See Coal, Page 2



ASTORIA COAL TERMINAL FACILITY
(River View)

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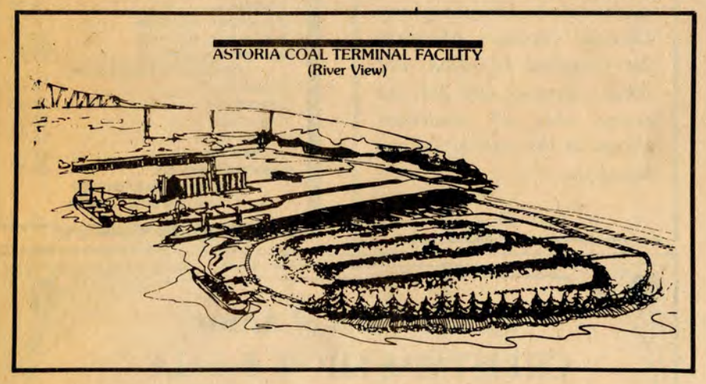
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See Coal, Page 2





The Daily Astorian—BILL WAGNER



Artist's sketch of proposed coal yard, to be built over Port of Astoria Piers 2 and 3 after port's western slip has been filled.

Port Commissioners Nick Zafiratos, left, and Henry Desler, obviously in high spirits, discuss details of an agreement the port has signed which could make it an operating coal exporter by 1984-85.

Coal

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Continued from Page 1

calls for the two companies to share expenses of up to $1 million over four years for preliminary studies of the coal yard in Astoria.

That money would go to the port to have the work done and begin permit application work.

Lyons said the memo is binding on neither party, and that new partners can be included in the venture, ACT Group.

In fact, Lyons said, the two parties are actively seeking domestic and foreign corporations to join the venture.

Domestic companies might include other shippers and coal mine owners, and construction or engineering firms, "for example Peter Kiewit and Sons," he said.

Foreign corporations might include shippers like Pan Ocean Bulk Carriers, Ltd. the South Korean shipping line which last week announced it wanted to join in a venture to ship coal from Astoria.

PORT SPOKESMEN SAID Pan Ocean already has empowered its U.S. representative to negotiate a part in ACT Group for the Korean company. "By the end of the week, there may be four or five (partners in ACT Group)," one port official said.

Lyons acknowledged that the memo of understanding was very similar to one Glacier Park Company already had signed with ARCO Coal and the Port of Bellingham, Wash., but, he added, the Astoria agreement was "more concrete" than those for other ports' coal ventures.

"The option we've signed with the Port of Astoria has no similarity to the Bellcoal (the name of the Bellingham consortium) arrangement, and I would say that's more concrete," Lyons said.

"As a group, we're much further along than the Port of Bellingham, if only because the Port of Astoria already has suitable sites, and the Port of Bellingham still is trying to acquire its site," the NERCO executive said.

When Port Commissioner Howard Johnson made his motion to pass the bonding inducement resolution, he called it the most positive step the port has taken in his time on the commission.

Commission Chairman Fred Shaylor said the announcements put Astoria "about five steps ahead of any other port in the Northwest" in winning development of a coal yard.

Other ports in the race, besides Bellingham, are Kalama and Vancouver, Wash., Portland and Coos Bay and, to a lesser extent, virtually every other Columbia River and Puget Sound port district.

Port Commissioner Nick Zafiratos said the port isn't "out of the woods yet," indicating feasibility studies still could indicate other ports are better choices for a coal yard. But, he said, "I think we're way ahead of anyone else."

Bridge drum 1982

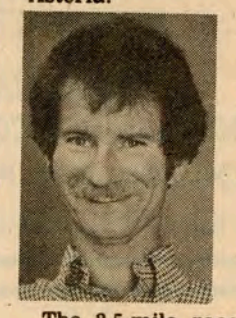
9-3-82

Bridge run breaks through red tape

By JAMES HOLMAN
Of The Daily Astorian

If you've ever wanted to cross the Astoria Bridge on foot, you'll get your chance Oct. 16.

That's the day of the first Great Columbia Crossing road run, sponsored by Nike Inc., the Astoria Area Chamber of Commerce Committee to Promote Astoria, and the Port of Astoria.



Rich Fencsak

The 8.5-mile race will begin at Chinook Park, just east of Chinook, Wash., at 11 a.m. It will wind east along Highway 101 to the bridge, cross the 4.1-mile bridge and finish in front of the chamber office at the port docks.

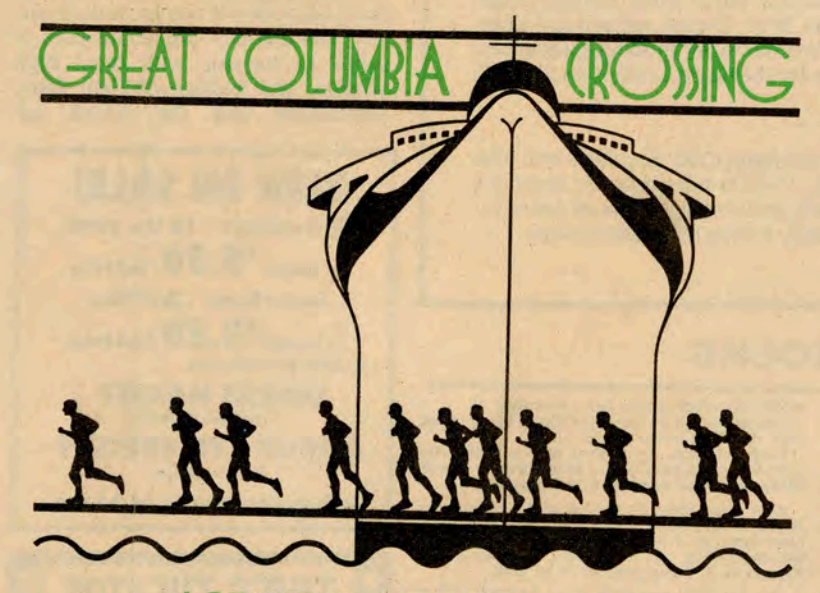
Race Director Rich Fencsak, education coordinator at the Columbia River Maritime Museum, said the race would be the culmination of more than a year of preparation. Race organizers had to secure permission from the state highway departments of Oregon and Washington, and the Pacific County road department, he said. "There was a lot of red tape."

State Rep. Ted Bugas, R-Astoria, and Oregon Department of Transportation Director Fred Miller—himself a runner—helped secure permission to run on the bridge, and Astoria District Engineer Eldon Everton has been "extremely helpful," Fencsak said.

DURING THE RACE, the eastbound lane on Highway 101 to the bridge and the southbound lane on the bridge will be closed to vehicular traffic. Cars will be led past runners on the bridge and on the highway in Washington by pilot cars, Fencsak said.

The Great Columbia Crossing "developed out of an idea that every runner who's seen that bridge probably has wanted to run across it," Fencsak said. Several brainstorming sessions were held last year and organizers "began getting serious this spring about seeing what it would take to hold the race," he said.

"The whole idea behind the run is to publicize the Astoria area." The



Committee to Promote Astoria, which is funded by a city government tax on motel and hotel room use, is paying most of the costs of the race. But "the race could not happen without Nike; no way," Fencsak said.

The Oregon-based athletic equipment firm is providing 1,200 T-shirts, use of timers, race kits and probably some awards, as well as suggestions about putting on the race, he said. "We wanted to make it a quality race for runners and we're very fortunate to have Nike." Somers Grove & Co. Inc. also made a "sizable financial contribution," he said.

THE RUN IS being organized by a race committee composed of Ron Anderson, chamber Manager Jim Durham, Dorothy Comstock, Clara Feneide, John Goodenberger, Gene Guiberson, Jeff Leinassar, Nancy McCommon, Don Morden, Gary Pedersen, Mark Steinberg and Jeff Walker. Several others have helped, including Astoria High School track coach Carl Dominey—who came up with the name for the race—and Max Bigby, Barbara Foley, Dr. Pat Meyer and Don Budde.

By agreement with the Oregon Highway Division, registration is limited to 1,000 runners because of the traffic problems involved, Fencsak said. Registration deadline is Oct. 9, but registration will be cut off if 1,000 entries are received before then. The entry fee is $7. Only runners 12 and over may enter.

SHUTTLE BUSES WILL take registered runners from the port docks to the starting line at Chinook Park beginning at 8:30 a.m. The last bus will leave at 10 a.m.

Water will be available at the 3.5-mile mark and soft drinks will be provided at the finish. First aid per-

See Run, Page 3

Run

9-3-82

Continued from Page 1

sonnel will be spotted throughout the course and medical aid will be available at the finish.

Fencsak expects all runners to complete the race within 1½ hours.

Awards will be given in six age divisions for males and females: 12-19, 20-29, 30-39, 40-49, 50-59, and over 60. T-shirts will be given to all entrants. An awards ceremony will be held after a chowder feed at the Clatsop County Fairgrounds. The chowder feed—free to racers—will begin at 4 p.m. and the awards ceremony at 6 p.m.

A band will entertain and a beer garden will be open, Fencsak said. Videotapes of the race will be shown during the chowder feed, he said.

ALTHOUGH MOST OF the race course is flat, runners will be challenged in the sixth mile of the race by a three-quarter-mile, 6 percent incline on the soaring channel span of the bridge.

"We think the race has the potential to be one of the outstanding regional runs," Fencsak said. "There are other runs across bridges, but nothing from one state to another across an expanse such as that."

In addition to the 1,000 runners, Fencsak expects the race to attract about 5,000 other people, many of whom will spend the night in the area.

Besides the race committee and other organizers, about 150 aides will help during the race, Fencsak said. Volunteers are needed, he said. For more information, call the chamber, 325-6311, or Fencsak at home, 325-5301.

Paper Clippings not in book

1. Asterisk. Preserving what it always had!
2. Can you identify this scene?
3. Millions in timber cash
4. Island road triggered

NORTH COAST



Can you identify this scene?

Where was this photograph taken? The Astoria Area Chamber of Commerce would like to know the answer to that question.

The picture recently was mailed to the chamber office from an Orinda, Calif., woman who said she found it while going through the effects of a deceased relative.

The photograph bears the embossed words, "Woodfield, Astoria, Ore."

Chamber officials believe the photo could have been taken anywhere in the lower Columbia River region. They would like to identify the photo so it can be used for some historical purpose.

If you think you know the photo subject, chamber officials ask you to call them at their office, 325-6311.



RMED ASTORIA — Photo taken on June 20, 1896 ows tents of troops from the Oregon National Guard pitched on the grounds of the Customs House in Astoria. Troops from Oregon and Washington faced off that year in the incident known as the Sand Island War.

Island raid triggered Northwest's 'civil war'

By TED STOKES
Journal Special Writer

ASTORIA — There was a second "War Between the States" — one between Oregon and Washington — that became an important chapter in Northwest history around the turn of the last century.

The dispute caused troops from Oregon and Washington to be dispatched to the mouth of the Columbia River to wrangle over control of Sand Island, which gave its name to the territorial fracas — the Sand Island War.

It began in April 1896, when about 300 commercial fishermen from Oregon sailed to Sand Island at the river's mouth. They tore away fish traps and wrecked buildings, docks and equipment belonging to Ilwaco, Wash., fishermen.

The Oregonians, mostly gillnetters with small sailing craft, claimed the Washington fishermen had set pilings and attached many nets to lure salmon. The fishermen of Washington were catching more fish than the gillnetting Oregonians.

When the raids continued, which included stealing fish from the traps, the Washington fishermen demanded that Sheriff Thomas Roney of Ilwaco do something.

Roney said he did not have jurisdiction on Sand Island, but he would be willing to wire Washington Gov. John McGraw about calling out the Washington National Guard to protect the trap fishermen's property.

The Washington National Guard arrived in Ilwaco April 10. The 60 officers and men passed through Montesano, went by coach through Grays Harbor to North Cove, by boat to Nahcotta and moved down the North Beach peninsula over the narrow gauge railroad to Ilwaco.

They arrived in a blaze of excitement. Flags waved and people cheered as the troops under Capt. Frank Adams marched through town. For several days Gen. M. Carr, commanding general of the Washington National Guard was on hand.

The unit established headquarters in downtown Ilwaco and sent out patrols along the waterfront to Chinook.

Sheriff Roney told the captain: ". . . Lots of things going on. Fish are being stolen from nets . . . boats are shot at . . . equipment is destroyed. Most of the trouble centers on Sand Island. I think if we controlled Sand Island and the trouble would be gone."

Capt. Adams agreed and authorized the occupation of Sand Island. Excited troops stormed the island with bayonets fixed. No one was there. The Washington troops occupied the island.

For the next two weeks the guardsmen stopped fishing craft, fired some warning shots and then settled down to garrison duty.

This was dull, so during off-duty hours the troops visited the spacious grounds of the lighthouse at nearby Cape Disappointment. They made free use of wood, coal and other lighthouse supplies.

The lighthouse keeper complained to his superiors at the Portland Lighthouse District. The chief of the district had no troops, so he asked the commanding general at Vancouver Barracks, a Gen. Otis, for help.

Otis telegraphed Maj. David Hunter Kenzie, commanding the Fort Canby gun batteries, 5th U.S. Artillery. ". . . Get the Washington National Guard off Sand Island — by force if necessary. The island is federal property, not state!" Otis wired.

Kenzie took 26 regular U.S. Army soldiers for the expedition against the Washington troops April 25. Each man was issued 15 rounds of ammunition. The major led his men on a moonlight attack on the Sand Island garrison, which had been named Fort Finnstopper. As the regular Army confronted the National Guard, Capt. Adams drew his sword.

Kenzie faced Adams and demanded: "Captain, by what authority are you occupying this island?"

Adams: "By virtue of the authority invested in me by the governor of the state of Washington!"

Kenzie: "Are you aware that you are occupying a federal government reserve?"

Adams: "I am. But my orders are to protect the lives and property of the citizens of the state of Washington!"

Kenzie: "I am the duly authorized agent of the U.S. government. As such I will allow you and your men 20 minutes to vacate. In the event of your failure to do so, my orders are to place the detachment on Sand Island under arrest!"

The Washington National Guard commander paused. He slipped his sword into its scabbard. The troops moved back to Ilwaco.

Oregon residents in Astoria were enraged by the presence of federal troops on Sand Island. These Oregon fishermen could not get near the island, the fish traps and the good salmon fishing drifts.

During May several murders occurred although there was no indication the military was involved in any of the incidents.

Finally, on June 15, Oregon Gov. William P. Lord called out about 400 officers and men of the Oregon National Guard. They were sent to Astoria under orders to look out for the interests of Oregon fishermen. The Oregon guardsmen, mostly from Multnomah County, went to Astoria on the steamer Harvest Queen.

The people of Astoria cheered and waved flags as the troops passed through town to a campground on the lawn of the post office. At once, the Oregon guardsmen sent boat patrols around Sand Island. The atmosphere was tense.

That first evening in Astoria, however, there was a formal retreat ceremony in which the sunset gun was fired and the colors brought down in a blaze of glory and pageantry.

The next few evenings there were many activities and entertainments: military balls, marches, artillery drills, gun displays. The Astorians were thrilled. The daughters of prominent families attended the affairs. Men were invited to sing in local church choirs.

Trouble on the river quieted down and on June 24, when Gov. Lord ordered the men back to Portland. The Washington National Guard left July 4.

The question of state boundaries in the river was settled when a Washington fisherman, arrested by an Oregon sheriff, appealed to a federal court. U.S. District Court judges from Oregon and Washington heard the case jointly and decided that the state line was in the middle of the river and neither had jurisdiction beyond that.

So the Sand Island War of 1896 ended quietly without a shot being fired in anger by either side.



'WAR' PARTICIPANTS — Sheriff Tom Roney, left, of Ilwaco, Wash., and Capt. Frank Adams, of the Washington National Guard, were two principals in the Sand Island War in 1896.

ot seized, man charged

MARCOLA (UPI) — A Marcola man has been charged ith manufacturing a controlled substance after police ized 300 pounds of marijuana near his home Friday.

Daniel Coleman, 28, is scheduled to be arraigned Tuesay. He was being held in the Lane County jail under ,000 bail.

State Police burned 747 marijuana plants averaging 6 et in height in Eugene Water and Electric Board furaces. The marijuana had a street value of about 80,000, police said.



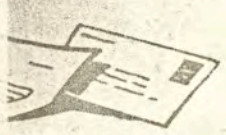
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DAVID STORY,
N.W. Perimeter Place,
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Oregonian
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Millions in timber cash available to Legislature

By RUSSELL SADLER

OREGON'S TIMBERED counties are desperately concealing a little secret. Over the next three or four decades, they may reap hundreds of millions of dollars from reforested state-owned timberlands — reforestation paid for with income tax dollars collected from all Oregonians.



SADLER

In the 1930s, timbered counties, mostly in Western Oregon, were awash in tax-foreclosed timberlands they could not afford to manage. The first Tillamook Burn and the Depression encouraged private timber companies to abandon wholesale their cutover and burned-over lands.

The private timber industry was not practicing sustained-yield forestry, and a handful of state officials became concerned about Oregon's economic base.

The Legislature passed a law allowing counties to deed their tax-foreclosed timberlands to the state to be managed by the Department of Forestry in exchange for a statutory share of future revenues.

After several abortive attempts to finance reforestation of the timberlands with a severance tax on private timber (the industry successfully lobbied against that idea) the Legislature went to the people, who exhibited more foresight.

In 1948, the voters approved a bond issue to reforest the Tillamook Burn and rehabilitate the cutover timberland now in state ownership. Over the years $13.3 million in bonds were sold. The bonds were to be retired from a sinking fund of revenues from trees cut on other state-owned timberlands. It was a typical, pay-as-you-go, self-supporting Oregon program.

Suddenly, and very quietly, that changed. In the early 1950s, the counties complained they needed the timber revenues that were going into the sinking fund to finance local government. They asked the Legislature to pay off the reforestation bonds with revenues from the rehabilitated timberlands when they had regrown and were ready to cut again years in the future.

A pliant Legislature went along. There was one small problem. Some of the bonds were coming due and had to be paid off right away. The Legislature dipped into its general fund of income tax revenues and made the bond payments. It still is making the payments. Since the early 1950s, the general fund has paid more than $14.5 million in principal and interest on reforestation bonds with income tax cash.

The counties expect to pay that money back to the general fund, at interest rates between 1½ and 6 percent. Last summer, Oregon's then-Attorney General Jim Brown upped the price by millions of dollars. He said the counties not only owed principal and interest on the bonds but had to repay the interest the state would have earned if its income tax money had stayed in the general fund earning interest until it was needed to pay the state's other bills.

There is some problem computing that figure, but it is generally agreed it will probably double the counties' financial obligation to the state. Senate Bill 476, now in the Senate Revenue Committee, would require the counties to pay interest on the general fund money used to retire the reforestation bonds. Chairman John Powell, D-Halsey, says he plans a hearing on that bill in the next couple of weeks.

A handful of legislators who understand all this are not content with merely getting their general fund money back with interest. They feel all the state's taxpayers should share in the increased wealth from rehabilitated state forestlands, not just the counties and school districts where the lands are located.

The bargain to give the counties a share of state timber revenues was struck in the days before the state paid 40 percent of local school operating costs and 30 percent of homeowners' property taxes from general fund income tax cash.

Sen. Tony Meeker, R-Amity, warns that the 30 percent homeowner property tax relief program that cost $300 million in 1979-81, will cost more than $900 million by 1990, if nothing is changed.

Meeker says, "Basic school support and the property tax relief program are like federal entitlement programs, like Social Security, an open-ended drain on the state's income tax revenues."

Many lawmakers are concerned about the state's ability to pay for its traditional responsibilities — prisons, courts, state police, state parks and highways — if the Legislature continues committing income tax revenues to support of local government.

School costs are the fastest-rising costs in government. In the next 20 or 30 years, state timber revenues will be the fastest-rising source of cash in government. It won't be long before the Legislature decides the way to check the hemorrhaging of its general fund is to finance schools with timber revenues.

The state's timbered counties fear the day the Legislature starts fiddling with the timber revenue distribution formula, and they privately fear they do not have the clout to hold onto their lucrative basket of timber goodies.

Russell Sadler is a Salem-based syndicated reporter and commentator who contributes a weekly column to The Oregonian.

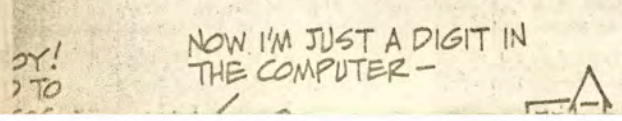
Mark Russell's ribs



WASHINGTON — Dear Mr. Principal — As my youngest child departs the eighth grade for the fast lane of high school, I want to thank you and your colleagues for the education I've received. I thought I learned all the dirty words in the Marines.

For my youngest, there will be no more pasting leaves on the windows in autumn and sticking paper snowflakes on the windows in winter. At least, not

the small society



Astoria. Preserving What it has always had!

by Mary Merritt

In 1792, Captain Robert Gray discovered the entrance of the river, Columbia.

In 1805, Meriwether Lewis and Captain William Clark challenged a stormy bay in search of whale blubber.

In 1811, John Jacob Astor sailed from New York harbor around Cape Horn along the Pacific bringing in early fur traders.

In 1981, at a time when many cities are busy reconstructing their past, Astoria is preserving what it has always had.

Terracing the hillsides and overlooking the mouth of the Columbia are century-old homes that have survived storms, fires, erosion and neglect — a picturesque part of Astoria's uncontrived history.

The home of Capt. George Flavel, the mariner, shipping figure and capitalist who brought the Victorian age to bloom in Astoria, today houses the Clatsop County Historical Museum. Built in 1833 and recognized as one of the finest examples of Victorian architecture in Oregon, its six fireplaces kept Captain Flavel and his guests warm. The tilings of the six hearths are all imported, each from a different European or Asiatic country.

There are at least 70 other homes built during the 1800's that are open for viewing on a rotating schedule during the summer months. Arrangements for a peak inside these homes can be made at the Clatsop Co. Historical Museum.

The museum has a self-proclaimed "wharf rat" at its helm, Mr. Rolf Klep, who feels the Astoria museum is the natural place to commemorate ships and their men. Worthy of his role, Klep has collected many of the museum's artifacts himself. During his travels in the Navy across Europe, he gathered plenty of "plunder" — maritime paintings, antique ship equipment, ships in bottles, charts — all part of the museum now.

Considered the symbol of Astoria, a stone sentinel atop Coxcomb Hill, is the Astor Column. The column was built in 1926 with principal funds from the Great Northern Railroad and Vincent Astor, one of the American descendants of John Jacob Astor, who founded the Fort Astoria fur-trading post in 1811. Graffito work on the exterior of the column recounts events in Northwest history which occurred within sight of the column. The mural includes events from the discovery of the Columbia River by Capt. Robert Gray in 1792, to the arrival of the Lewis and Clark expedition in 1805 and founding of Astoria in 1811, to statehood for Oregon in 1859.

The weather — it's about as unpredictable as it was in the days of Lewis and Clark. An 1806 journal entry by Clark reads: ". . . Meanwhile, every day, it rains. Long ago the men abandoned hope of keeping anything dry very long. They ate, slept, traded, built the fort in the pouring rain. Rain greets the hunters in the morning, and ushers them back at night — those who find their way . . ."

Most Oregonians are not kept off the beaches because of foul weather. Perhaps if Lewis and Clark would have had a shovel, clam digging would have proven more profitable than blubber hunting.

From early fur trading days, to whale hunting, to export logging, Astoria is still adapting. A population proud of its heritage — the descendants of Danes, Finns, Norwegians, Icelanders — they are as much a part of Astoria's appeal as the shipwrecks, wharf-side restaurants, maritime museums and sea-worn homes and landscapes.

Astoria — A city that continually adapts to change. A port of seasonal fishing, tourism and a fluctuating population — a population proud of what it has always had — history.



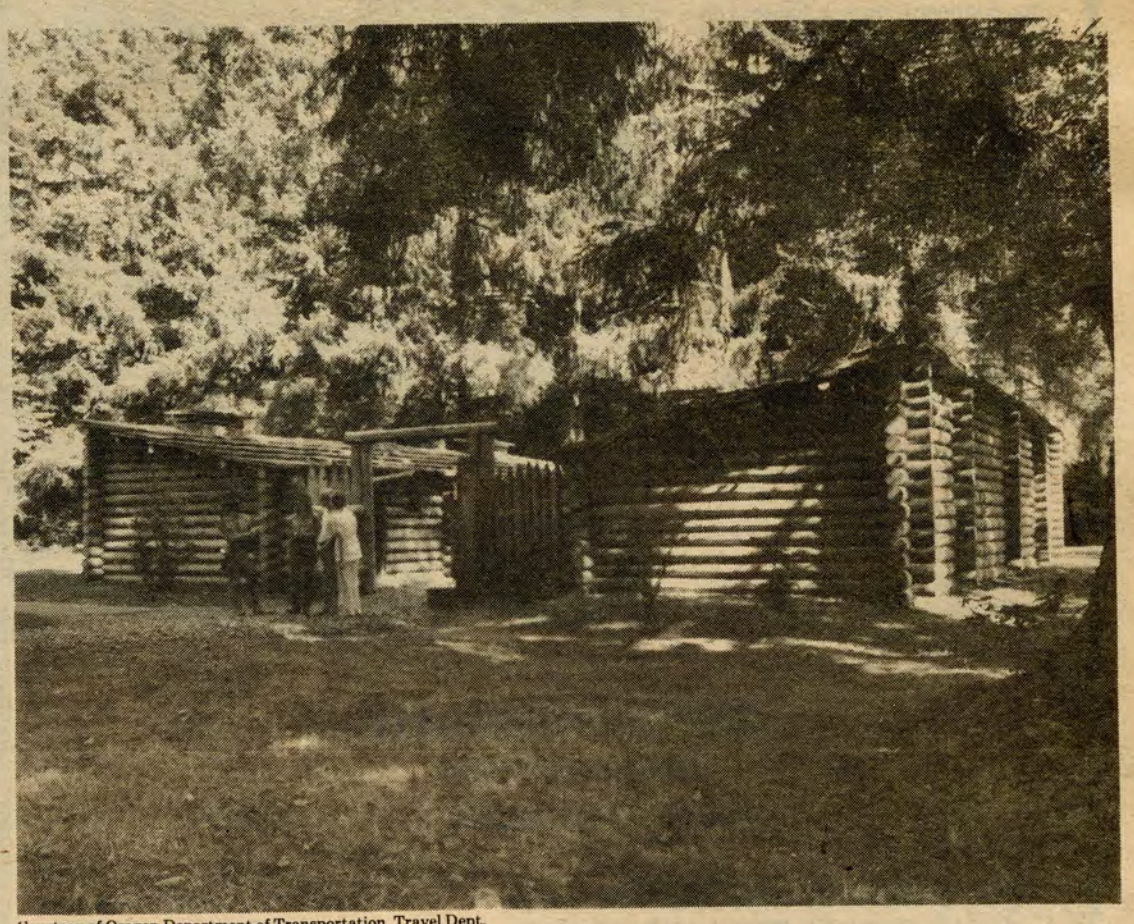
Courtesy of Oregon Department of Transportation, Travel Dept.

It's a circular viewpoint. Astor column, covered by a pictorial frieze depicting major events in Oregon history, Coxcomb Hill, Astoria.



Courtesy of Oregon Department of Transportation, Travel Dept.

Items ranging from sailing ship models to hardward from ships wrecked at the mouth of the Columbia River — part of the collection at the Maritime Museum, Astoria.



Courtesy of Oregon Department of Transportation, Travel Dept.

Fort Clatsop National Memorial, built according to floor plan dimensions drawn by Lewis and Clark and constructed on the fort's original site, is located six miles southwest of Astoria.

Newcomers to Astoria's beaches are always thrilled at the sight of a ship still goin' down. On a foggy October morning in 1906, Capt. Lawrence's ship, the Peter Iredale, ran aground in the area of Fort Stevens. Within a few years, the forces of nature will finish their work on the remains of the Peter Iredale — a ship that took over 76 years to sink.

Imagination is not necessary to picture the Peter Iredale's rigging. A lengthy visit to the Columbia River Maritime Museum can fill in the holes and re-rig the Iredale.

Passport precautions

When you travel internationally, keep a photocopy of your passport in your luggage and leave another at home with a friend or relative. If your original is lost or stolen, you can get a limited replacement immediately from an American embassy or consulate. The information needed is the passport number, place and date of issue.